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# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

JOHN EVANS

## PRESENTED AT GERALDTON, ONTARIO

ON

**NOVEMBER 28, 1977** 





ROYAL COMMISSION
ON THE NORTHERN
ENVIRONMENT

THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER





File Number

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EXHIBIT # 132

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JANUARY 4, 1978

ORIGINAL SUBMISSION

CAN BE VIEWED AT THE

COMMISSION OFFICES AT

55 BLOOR STREET WEST,

TORONTO



### HARTT COMMISSION SUBMISSION

## Industrial Development:

It appears that the lack of Industrial development in the north is linked to a lack of adequate transportation. We in the north are unable to compete in the southern market place because freight rates prohibit delivery in the north of raw materials thus making the finished product too expensive. The north is Canada's and Ontario's last frontier and an area of great significance to the future of the province and the country.

As more and more of southern Ontario's prime agricultural land falls prey to industry, speculators and developers we as northerners can only wonder how long it will take for government to realize that this collosal waste must be stopped.

Policies must soon be developed to save this valuable growing land and to encourage industry to locate in Northern Ontario where the climate renders the land unsuitable for agriculture on a large scale. Instead of building new towns and cities in Southern Ontario why not relocate certain industries in existing towns in the north.

Industrial devlepment and expansion would indeed bouy up the economy making us less dependant on government grants.

Geraldton has the good fortune of being the service centre for a considerable geographic area. Our expanding sewer and water system, proposed subdivisions makes Geraldton an ideal location for new industry and an ideal site for the terminal point of the proposed Polar Gas pipeline.

In 1940 there were no less than 13 operating gold mines in the near Geraldton. In 1970 the last of the gold mines closed its doors laying off many workers and causing mine dependant businessed to closed down. There are however extensive proven ore bodies economical to produce in close proximity to Geraldton consisting of gold and base metals. Funding to bring these ore bodies into production is difficult to obtain and thus depriving Geraldton of a much need industry.



The mining companies left Geraldton with few jobs and a bleak outlook for the future. No royalties or taxes were paid to the town for the resource metals that were mined. The forest industry provided employment for many of the unemployed miners and is still the main employer in the area but since the companies are located in adjacent towns Geraldton derives no taxes or royalties from the trees that are cut.

Much of the forest surrounding Geraldton has now been cut over leaving vast areas of wasteland. A government operated tree nursery and 'tree planting campaign would give additional employment to the area and guarantee a future supply of timber for the forest industry.

Recently, certain communities in the northwest have offered opposition to the locating of thermal generating stations. Geraldton would welcome such a program and offer for consideration suitable locations that exist very close to the town.

Most of the timber cut in this area is used for building material, plywood pulp and paper. The birch appears to be unused and is cut out of the way or pushed down. This otherwise wasted material should be harvested and could well be used in the manufacture of furniture.

An evaluation of existing woodlands policy may well bring to light other ways in which other wood related industries might prosper in conjunction with present woodlands operations. The forest is still the source of income for much of the population and steps must be taken to ensure that this renewable resource is managed such that the future is guaranteed. We have recently lost the Bell Canada office in Ger. The threat is real that we may lose Hydro.

## Fuel Cost:

The price of fossil fuel is increasing all over Canada but these increases have a far more dramatic effect on the economy of Northern Ontario than in the more southern regions.

(1) Long cold winters impose a heavy drain on heating fuels and place these fuels high on the family budget.



- (2) Shipping costs are higher in Northern Ontario and we are told that this is due to the fuel prices.
- (3) The fuel price in northern Ontario is higher than elsewhere again blamed on the price of the fuel to deliver the fuel.

  Automotive fuel in Geraldton is at present \$1.03 per gallon, about 20¢ per gallon more that Toronto. No one has yet offered a reasonable explanation.

The private motor vehicle in northern Ontario, is more a necessity than a luxury since no local man transportation exists. It may be worth considering the removal of at least a portion of the luxury tax from automobiles and light trucks and possible of offering tax credits to balance the fuel cost.

Many of the homes in Northern Ontario do not qualify for insulation grants offered by the federal government. A large number of the homes built in Geraldton were built when only inefficient insulating materials were used. We need this program to conserve fuel and money.

### Building Material Prices:

Building materials in Geraldton cost more than in Hearst, 150 miles east and Thunder Bay 180 miles to the West. For example, a sheet of plywood costs \$10.00 more in Geraldton than in Hearst and yet plywood is manufactured in Long Lac only 20 miles to the east. Plywood, however, is not the only building item that strains the budget. Insulation, sheet rock, roofing shingles, exterior siding and interior paneling all prove to be far more costly in Geraldton than other nearby centres. Marketing zones are blamed for this discrepancy must be removed or housing in Geraldton will compound our existing growth problem.

Food prices: A survey conducted in 1975 in conjunction with the CBC program Marketplace revealed that food prices in Geraldton ranked third highest in Canada, outranked only by Newfoundland and communities much farther north: A distinction in which area residents to not take pride. It is explained that transportation costs are responsible for our higher prices.



## Transportation:

Northern Ontario relies heavily on rail transportation and yet we are faced with the threat of sail service cut backs under the proposed VIA rail system. Government obviously has not considered conditions in the north or such a plan would not be adopted. The lack of long distant or connector air service makes rail the only viable means of travel or transportation for many communities which are situation on transcontinental railways with no roads to provide a link with major centres.

The original concept of the Ontario Northland Railway played a major role in opening up the north eastern portion of Ontario for mining, lumbering and farming. This expansion nurtured the many support industries that have flourished and grown until they were able to stand alone, no longer totally relying on the original industry that caused them to be born.

If the Ontario Northland Railway had also branched to the Northwestern region this industrial growth would surely have followed a similar course and thus a brighter outlook for the economy of the northwest.

Although many years overdue, it is not too late for this transportation expansion. Ontario Northland Railway linking Ontario northwest and the northeast to southern ontario could promote industrial growth in the northwest by allowing access to markets in the south with competitive freight rates and cheaper goods in the northwest.

Once the Geraldton Airport is an operational reality more interest may be stimulated in Geraldton and the surrounding are for future industrial expansion and resource development.



CAZÓN ZI -77N2Z

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

KIMBERLY-CLARK OF CANADA LIMITED

## PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977





ROYAL COMMISSION (2015) ON THE NORTHERN ENVIRONMENT (2015) E. P. HARTT

COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

KIMBERLY-CLARK OF CANADA LIMITED
TERRACE BAY
ONTARIO
POT 2W0

PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977



## NOTE:

ATTACHED TO EXHIBIT NO. 133 IS A

LARGE REPORT ENTITLED "ENVIRONMENTAL

ASSESSMENT OF KIMBERLY-CLARK

DEVELOPMENT". THIS COULD NOT BE

REPRODUCED FOR PUBLICATION, BUT CAN

BE VIEWED AT THE COMMISSION OFFICES,

55 BLOOR ST. W., SUITE 801, TORONTO.



No. 133

Royal Commission on the Northern Environment
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Tim 29 day at North 1977

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BRIEF OF

KIMBERLY-CLARK OF CANADA LIMITED

TO THE

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

Nakina, Ontario November 29, 1977





## BERLY-CLARK OF CANADA LIMITED

November 29, 1977

Mr. Justice Hartt Commissioner The Royal Commission on the Northern Environment

Mr. Commissioner:

Kimberly-Clark of Canada Limited appreciates the opportunity to make this presentation to the Royal Commission on the Northern Environment.

We believe your assignment is of the utmost importance in determining the future of development north of the 50th parallel.

We trust that our submission, which is based on more than 40 years' experience of operations involving the harvesting and regeneration of the timber resource in Northwestern Ontario, will be of assistance in your deliberations.

Respectfully,

G. L. Puttock GLP/1k President



## TNTRODUCTION

Kimberly-Clark of Canada Limited is a wholly owned subsidiary of Kimberly-Clark Corporation of Neenah, Wisconsin, U.S.A., a major producer of pulp, tissue products, newsprint, specialized papers and other wood based products.

Kimberly-Clark's operations in Northwestern

Ontario started in 1938 as a woodlands operation exporting pulpwood to the U.S.A. from the Longlac timber concession. The completion by Ontario Hydro of the Longlac Diversion in that same year provided an economical method of delivering wood from the Long Lake watershed to Lake Superior, making delivery to the U.S.A. a viable proposition.

The original timber licence was granted with the understanding that Kimberly-Clark would establish a pulp mill in Ontario to utilize the wood resource of the licence. The Company fulfilled this commitment in November, 1948, through construction of a 270 ton per day bleached kraft pulp mill at Terrace Bay, Ontario, which is located on Lake Superior. This also involved the development of a modern



townsite and residences to accommodate the employees and their families.

Subsequent improvements increased the capacity of this mill to the current rate of 425 tons per day.

To make more efficient use of the timber values being harvested, Kimberly-Clark has operated a sawmill at Longlac since 1952, and a stud lumber mill at Terrace Bay since 1975.

Operations have been conducted in the area north of the 50th parallel of latitude since 1951, and currently about one quarter of a million cords per year are harvested north of this line.

In addition to the present pulp mill, Kimberly-Clark has just completed construction of a new bleached kraft pulp mill at Terrace Bay which represents, along with the supporting facilities, an investment of \$240 million. The new facility, contiguous to the present mill, brings the Company's total manufacturing capacity to 1250 tons per day of bleached kraft pulp, one stud lumber mill with an annual capacity of 35,000,000 f.b.m., and one sawmill with an annual capacity of 40,000,000 f.b.m. of dimension



lumber. To operate these plants, a total of 868,000 cords of spruce, jackpine and balsam fir will be required annually.

In addition, Kimberly-Clark's woodlands operation each year produces 15,000 cords of spruce and jackpine peeler bolts and 70,000 cords of aspen poplar for the Long-lac plywood and flakeboard plants of Weldwood of Canada Limited.

## RESOURCE REQUIREMENTS

## The Material Resource

Kimberly-Clark holds under lease from the Ontario Government Crown Timber Licences, Numbers 327900 and 360500, encompassing 12,163 square miles (Figure 1). The allowable cut from this area is barely sufficient to meet the 900,000 cords annual softwood requirement for Kimberly-Clark's pulp mills and sawmills, and the Weldwood plants at Longlac.

The two licences, in which 70% of the area and 60-65% of the wood supply lies north of the 50th parallel of latitude, extend in the shape of a lop-sided "T" from Lake Superior to the Albany River. The topography is



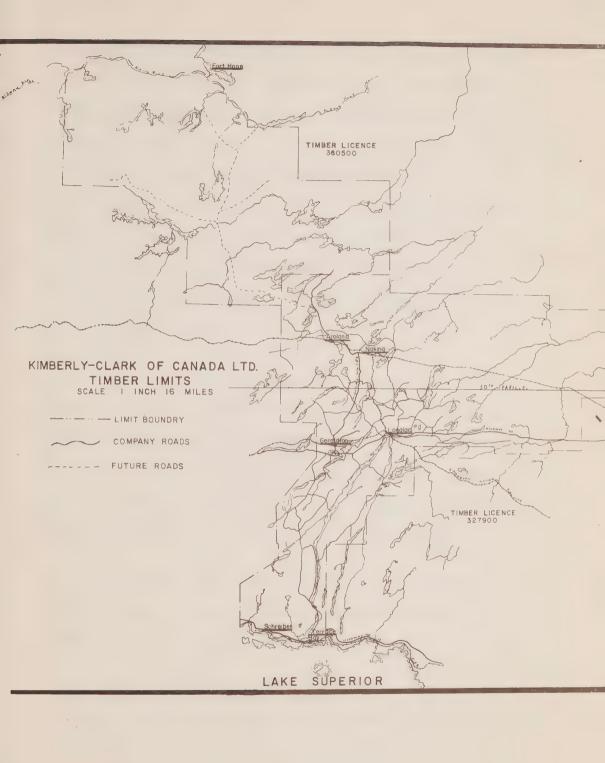
rough and precipitous immediately north of Lake Superior and then ranges through moderately well drained, rolling country as one goes north and west, to the poorly drained organic soils of the James Bay coastal plain in the northeast. The nature of the topography is such that, with the exception of the areas of organic soil in the northeast, there are no extensive stands of the same forest type. This, along with the Company's policy of harvesting the highland timber stands in summer and moving to the lowland or swamp areas in winter, has worked to prevent the development of large, contiguous clear cuts.

#### The Human Resource

There are approximately 10,000 persons residing in the various communities located within the Kimberly-Clark concession area. Of this number, the 1,700 employees and their families account for 6,500 or 65% of the residents whose income is derived directly from this Company's woodlands and pulp mill operations. A very high percentage of the balance of the residents is supported directly or indirectly through the Kimberly-Clark operations.

The last resident camp in Kimberly-Clark's woodlands operation was closed in 1972, resulting in a situation







Canadian National Railway as a divisional point on its main line, but with "dieselization" it was one of the towns to which the "run-through" brought about the reduction of the maintenance facilities, loss of job opportunities and negative growth of the community.

Aroland is a settlement of approximately 300

Native Peoples that developed close to a sawmill which

was operating there in the late 30's and early 40's.

When the sawmill, which was not a Kimberly-Clark operation, closed, these people found work with the Nipigon

Lake Timber Company Limited which harvested and exported

wood from this same general area, Cavell-Kowkash. When

this export operation was phased out in 1950, Aroland

faced a jobless future.

In 1960 Kimberly-Clark, at its own expense, completed the construction of an all-weather road to Nakina and commenced harvesting operations in this area. Initially two operating units were established, one in Nakina and one at Aroland. Later the two operating units were combined into one operation, with people commuting from both localities. In 1973, the two operations again were separated, with Nakina the commuter base for one and Aroland for the other. We believe the relationship between



the Native Peoples and Kimberly-Clark is unique in the Province.

In the expansion of its woodlands operations to meet the requirements of the current mill expansion, a housing subdivision has been built in Nakina, two new harvesting operating units established, and a slasher and loading complex developed at Exton siding on the Canadian National Railway, just west of Nakina. Kimberly-Clark employees in the area now total 175, compared with 68 prior to the current expansion of Company operations.

Two more harvesting operations will be established by //1979 bringing a further increase of 100 workers.

Geraldton, a community of 3,000 persons, also has seen a great change in its economic base. Developed to serve the gold mines of the area, Geraldton suffered an economic and population decline as the mines gradually exhausted the ore supply and closed their doors. However, the continual expansion of Kimberly-Clark's operations, the establishment and expansion of the Weldwood plants at Longlac, and Geraldton's development as a service town for the area has put the town into a growth position again. At present, almost 300 of Kimberly-Clark's employees live in Geraldton.



Longlac, a community of 2,000 persons, owes its growth from a junction point on the Canadian National Railway to its present size largely to Kimberly-Clark's operations.

The existence of Terrace Bay, where population has expanded from 1,800 to 2,300 people in the past three years, is entirely due to the continued operation of the Company's pulp mills at that location.

#### The Transportation Resource

The commuter concept of woodlands operations, although it dispenses with the need for resident camps in the logging areas, imposes upon the Company the moral obligation of providing year round work for those employees who have sufficient confidence in the Company's future to invest their time and money in the construction or purchase of a home. The Company has accepted this responsibility and has constructed a complete network of all-weather roads to permit the work force to commute to work daily throughout the year. These roads also permit wood to be transported to its destinations throughout the year.

There are presently over 600 miles of this type of road on the Kimberly-Clark Licence, almost all of which



is open for the use of the general public. In addition, there are probably three times this number of miles of secondary roads which remain useable, and are used for many years after their need to the Company has ceased. It has been estimated by the Ministry of Natural Resources that over 14,000 fishermen, and at least half that many moose and bear hunters, travel these roads each year in search of their favourite sport. These people come from all areas of Ontario and from many parts of the United States. Many of them are repeaters, year after year. These roads also provide the opportunity for local residents to go picnicing, or berry picking, or just for a walk, with a reasonable chance of not meeting anyone. Trappers, prospectors, commercial fishermen and local tourist outfitters make considerable use of this road network as well.

#### IMPACTS

#### Economic

With the completion of the expansion of the

Terrace Bay mill, 665 new jobs will have been created on

Kimberly-Clark operations. This will impact directly and
significantly on all communities within the area of Company
operations, resulting in new jobs and services and in new



recreational opportunities. It is anticipated that it will be possible in the future to add the Indian community of Fort Hope as a commuting centre and source of manpower, so that the people of Fort Hope will also benefit from the Kimberly-Clark expansion - an anticipation we understand is shared by the residents of Fort Hope.

When the expanded mill is running at capacity, the economy of Ontario, and specifically Northwestern Ontario, will benefit at the rate of over \$100 million annually, most of which will be in the form of earnings by our employees and consequently the benefits will remain in the communities in which they reside.

# **Environmental**

Kimberly-Clark has recently completed a major pulp mill expansion program in Terrace Bay. The consequences of this expansion will be felt over a wide area, including impact on the forests north of the 50th parallel. Recognizing that this expansion program could have significant impact on the cultural, social and economic environment of towns within the area of its operations, as well as on the natural environment, the Company voluntarily undertook a major environmental assessment of its expansion program prior to the construction of its expanded facilities. A detailed report was prepared



and submitted to the various levels of provincial and municipal governments, as well as to the general public. This assessment indicated that the major environmental impact of the expansion program would be felt in the general mill area of Terrace Bay, and the Company, in consultation with the Ministry of the Environment, undertook a major Pollution Control Program to mitigate any undesirable environmental effects. This program has been implemented at a cost approaching \$50 million. The effectiveness of the program in protecting the environment will be evaluated by the Ministry and the Company over the next year.

was greatest from the industrial operation of its pulp mill, the Company also included in its study an assessment of the environmental effects of its logging operations. This assessment of woodlands logging activities, and in particular, those operations north of the 50th parallel, are perhaps of more direct interest to this Commission. As noted previously, the Company will be expanding its cutting operations in the Nakina-Aroland area. An assessment of this increased logging activity has shown that the application of effective forest management plans will limit the



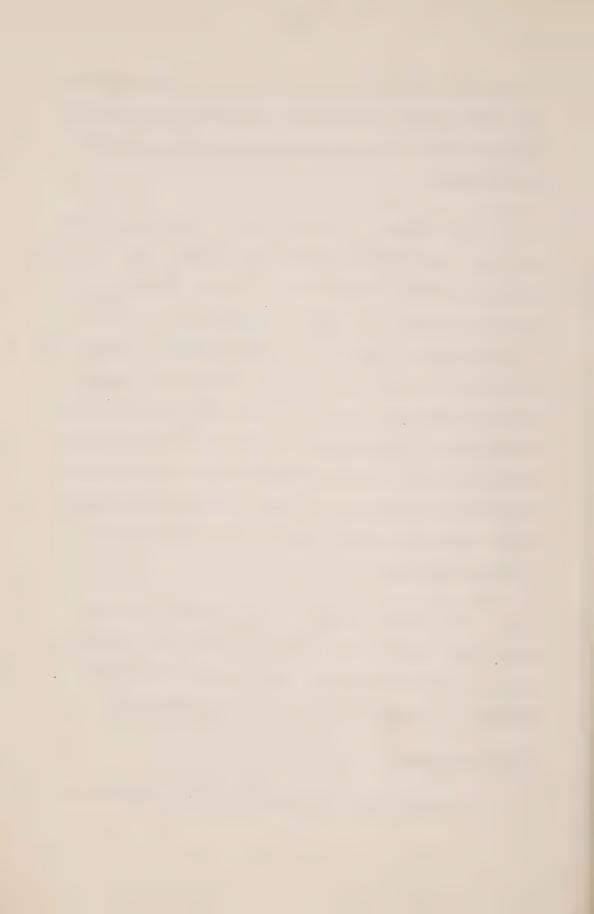
environmental impact on lakes and streams, and in the long term, will actually result in the general improvement in timber quality through the harvesting of mature and overmature stands.

In addition, the construction of new logging roads will open prime fishing and hunting areas to local residents, as well as provide the Ministry of Natural Resources with increased access in the event of forest fires. A review of the potential impact of increased logging on wildlife has shown little likelihood of change. None of the mammals listed as endangered Canadian species are found within the Kimberly-Clark timber limits and although there are three species of birds from the endangered list who nest within these limits, an analysis of their environmental requirements indicated that they will not be affected by the logging activities.

The overall results of the Company's increased wood harvesting north of the 50th parallel will bring very real and positive benefits to all residents in the area without the danger of serious environmental damage.

## Forest Management

Kimberly-Clark has always had a major concern that



the forest lands be properly managed so that the timber resource will be perpetuated and continue to yield opportunities for jobs through an economically viable operation. Increased recreational opportunity for residents has been a valuable bonus from Company operations.

Regeneration surveys, carried out in the late 1940's on land that had been cut over by the Company since its operations commenced, indicated that regeneration of coniferous species was inadequate to replace the harvested stands on a significant portion of the total cutover. a consequence, since 1950 an active regeneration program, including the planting of bare root stock, scarification, and plantation release has been carried out. Prior to 1963 this program was entirely at Company expense. Since then the program has been financed largely by the Ministry. A forest tree nursery, to provide planting stock, was started in 1951, and a clonal seed orchard in 1958. This latter is now providing 25%/of the annual seed requirements of the Company nursery. More than 26,000,000 trees have been planted by Kimberly-Clark on cutover Crown land since the program was begun, and scarification, by both Company and the Ministry exceeds 25,000 acres. Plantation release has been carried out on more than 20,000 acres. Strip or modified cutting is being employed on shallow and muck soils to



a greater degree every year to induce natural regeneration on these difficult sites. In addition, the Ministry of Natural Resources has carried out extensive regeneration programs annually.

The current program, now a cooperative one with the Ministry of Natural Resources, will of necessity be enlarged to keep pace with the expanded woodlands operations.

## SUMMARY

Kimberly-Clark has operated in northwestern Ontario for almost forty years. From a relatively modest beginning, the Company has expanded to become one of Canada's largest producers of pulp and forest products. It also is the major employer within the Concession Area.

Woodlands operations have evolved and expanded from a seasonal, highly labour intensive operation into a year round, modern mechanized one. Basic to this change has been the Company's involvement in, and assistance to, the various communities. This involvement has resulted in improved living conditions for employees through better housing, services and amenities, and the development of a comprehensive network of all-weather roads to enable year round activities to proceed. Such a road network also is



fundamental to all phases of forest management - harvesting, regeneration, tending and protection. It has always been freely used by recreationists of all kinds, and by other commercial interests.

The full allowable cut from Crown Timber Licences,

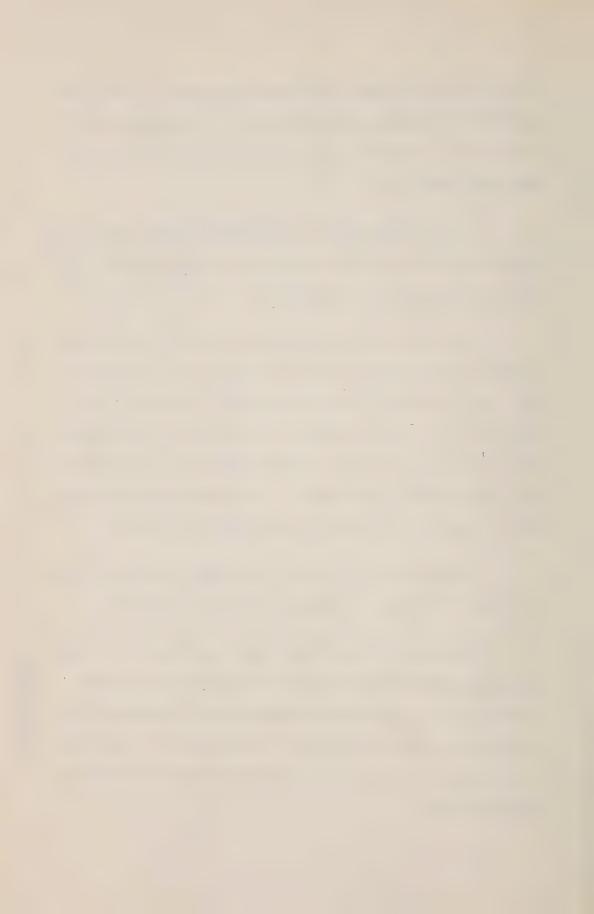
Numbers 327900 and 360500, is required to maintain the

Terrace Bay pulp mill operations.

More than 6,500 persons or 65% of the 10,000 people residing within the Kimberly-Clark concession area derive their livelihood from the Kimberly-Clark operations. Any curtailment of cutting operations north of the 50th parallel would seriously dislocate the livelihood of these people and the socio-economic well being of the communities of Aroland, Nakina, Longlac, Geraldton, Terrace Bay and Schreiber.

Approximately 10% of the work force employed on the woodlands operations, is comprised of Native Peoples.

The Company's activities have contributed to a signicant improvement in the quality of life for all residents in the region. The Company recognizes its responsibilities to the environment and believes it has proved its competence in carrying out its operations both north and south of the 50th parallel.



CA20N Z1 -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

TOWNSHIP OF LONGLAC

# PRESENTED AT

Nakina NOVEMBER 29, 1977





THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

TOWNSHIP OF LONGLAC

PRESENTED AT

NAKINA

ON

NOVEMBER 29, 1977



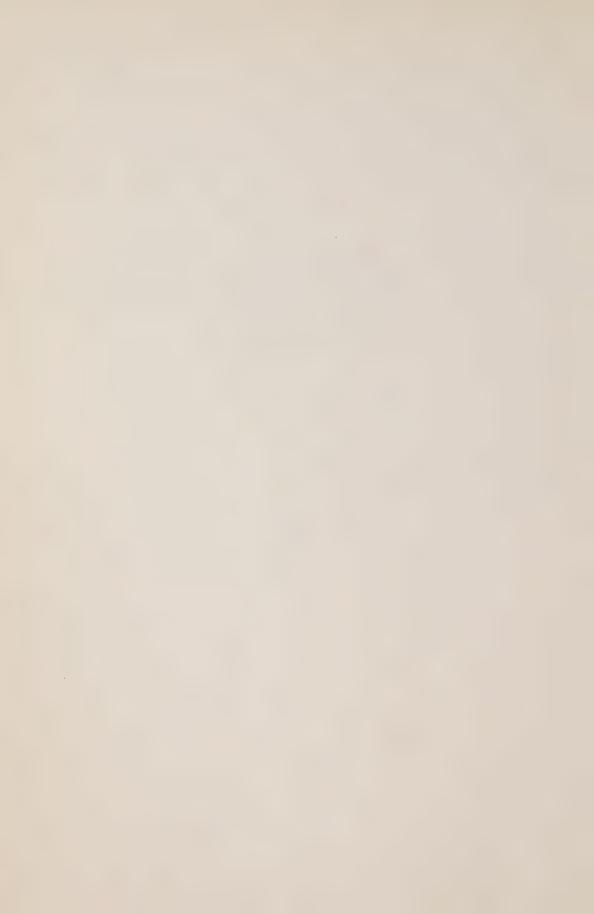
WE, THE WILLING,

LED BY THE UNKNOWING,

ARE DOING THE IMPOSSIBLE

FOR THE UNGRATEFUL.

WE HAVE DONE SO MUCH
WITH SO LITTLE
FOR SO LONG,
THAT SOON WE WILL BE ABLE
TO DO ANYTHING
WITH NOTHING.



#### Longlac - A Case Study

Submission to the Royal Commission on the Northern Environment presented by the Corporation of the Township of Longlac.

#### Introduction

The intent of this submission is to give the Commissioners a picture of one northern community and how it has reacted to industrial development. The points discussed and the issues raised relate primarily to the social and economic impact on the community, as it is to these types of issues which the municipal government must address itself most directly.

March 18 straining

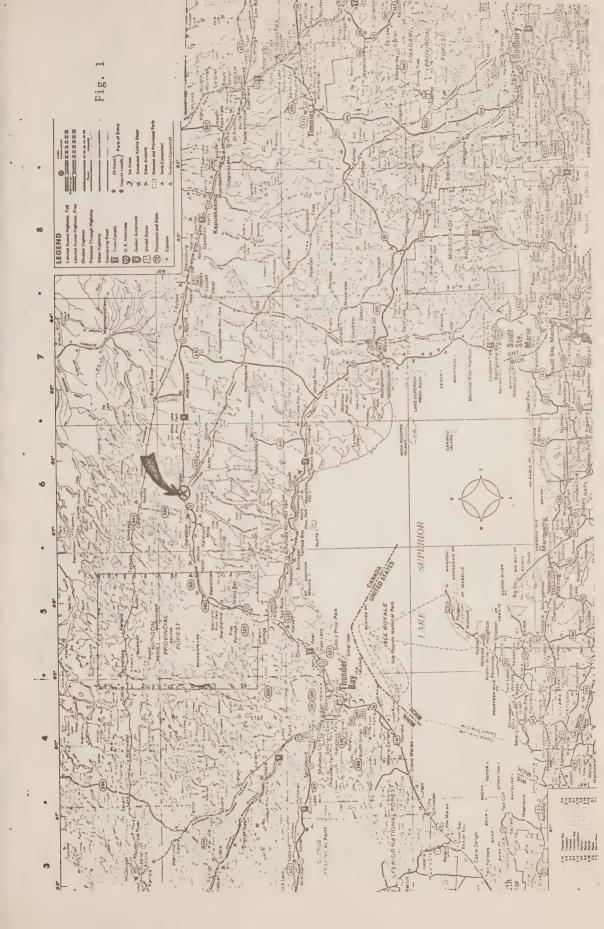
The Township of Longlac is a community of just under 2100 people,
lying 320 kilometres (200 miles) northeast of Thunder Bay, at the
intersection of Highway 11 and the CNR main east-west line. (Sec. Fig.1).
The area of municipal jurisdiction is 1,386 hectares (3484 acres)
or about 5½ square miles - small by northern standards.

Immediately adjacent to the municipality are two Indian reserves;

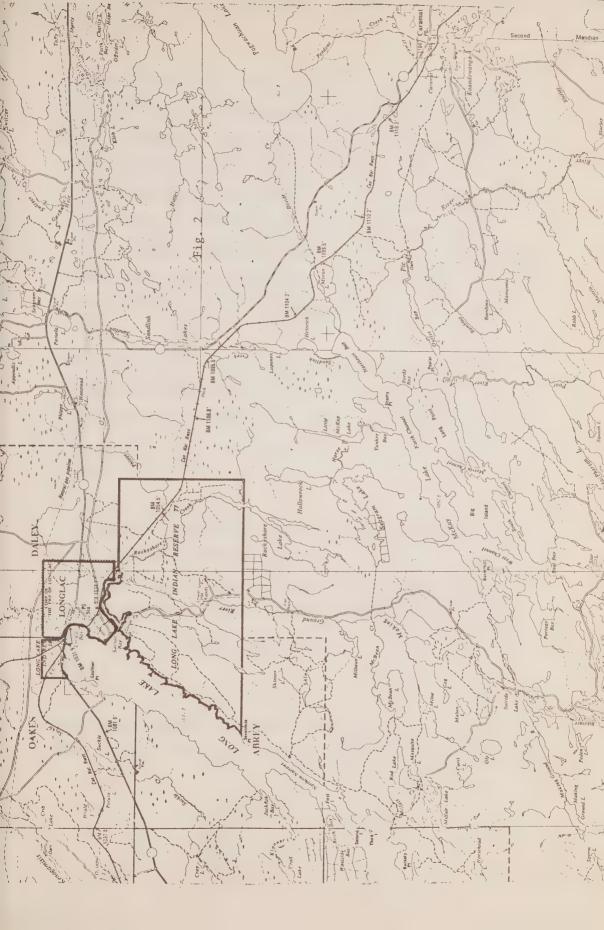
Longlac Number 58 to the west and Longlac Number 77 to the south.

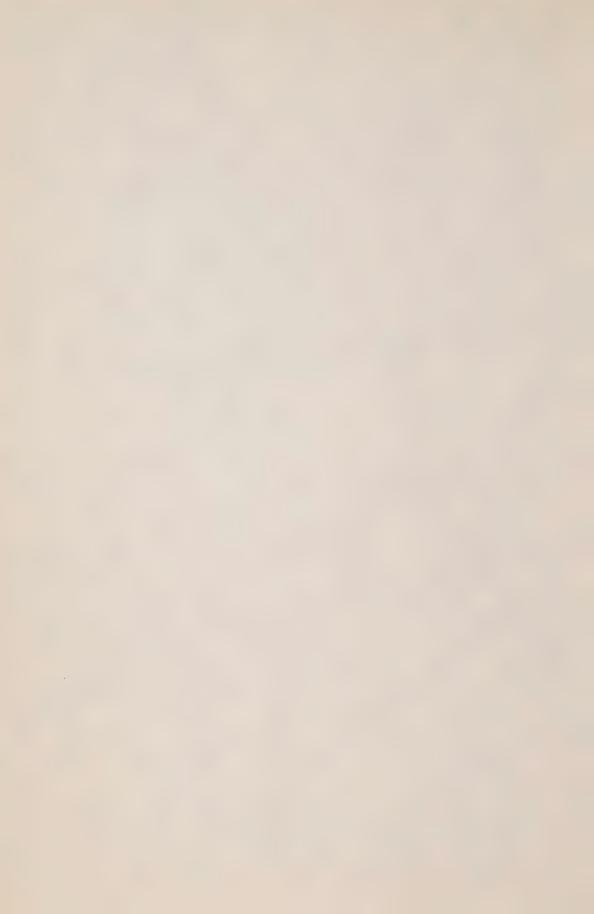
Between them they have a population of approximately 600. To the north and east is Crown land, which is taken up for the most part by cutting licences issued to Kimberly-Clark Pulp and Paper Ltd, and American Can. Ltd. Included in this area is the unorganized community of Caramat, with a population of approximately 500 (See Fig. 2)











Longlac traces its roots back to 1763, when Long Lake was first shown on a map, now in the National Archives. Sometime prior to 1800, the Northwest Company established a fur trading post two miles south of the present townsite, on the west shore of the lake. In 1814, the Hudson's Bay Company traders arrived from Albany House via the Albany and Yenogami Rivers, and set up a competing post. The two companies amalgamated in 1821, and Long Lake House continued, serving between 1821 and 1885 as a regular stop on the winter route from Montreal to the Red River Settlement in what is now Manitoba.

Civilization in the form of Catholic priests arrived around 1860, and the first church was built in 1884. The pace of development accelerated with the arrival of the CNR in 1914, the post office in 1919, the first school in 1922 and the original Lands and Forests in 1924.

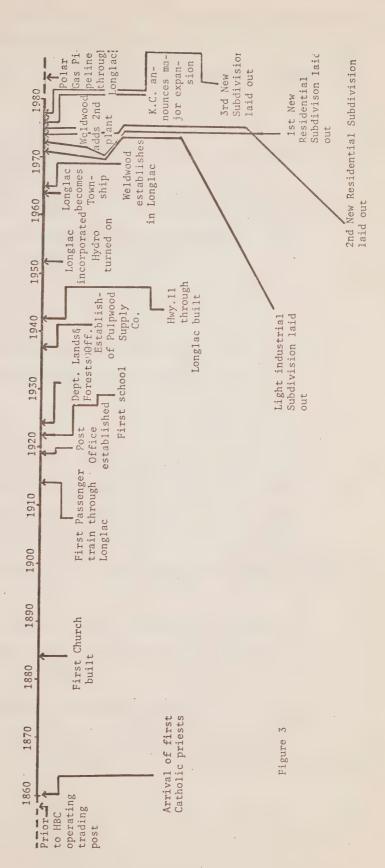
Industry arrived in 1937 when Pulpwood Supply Co. began operations. At the same time, work began on diverting the lake for the generation of electricity on the Aguasabon River. In 1942, Highway 11 through Longlac was completed, and in 1947 the original pulpwood company was bought out by the Longlac Pulp and Paper Co., later re-named Kimberly-Clark.

Longlac was incorporated as an improvement district on January 1, 1952.

Later, in 1964, we advanced to Township status. The years since have



TIME LINE





seen growth and development carry on at a regular pace, with highlights being the building of Weldwood of Canada's plywood plant in 1965, and its expansion to include a flakeboard plant, which began operating in 1975.

We have been fortunate in our history that development has arrived at long enough intervals to allow the community to adapt, and to realize the optimum benefits. However, such may not be the case in the future, as the rate of change increases, and major developments occur at shorter and shorter intervals. (See Fig. 3).

### Demographic Information

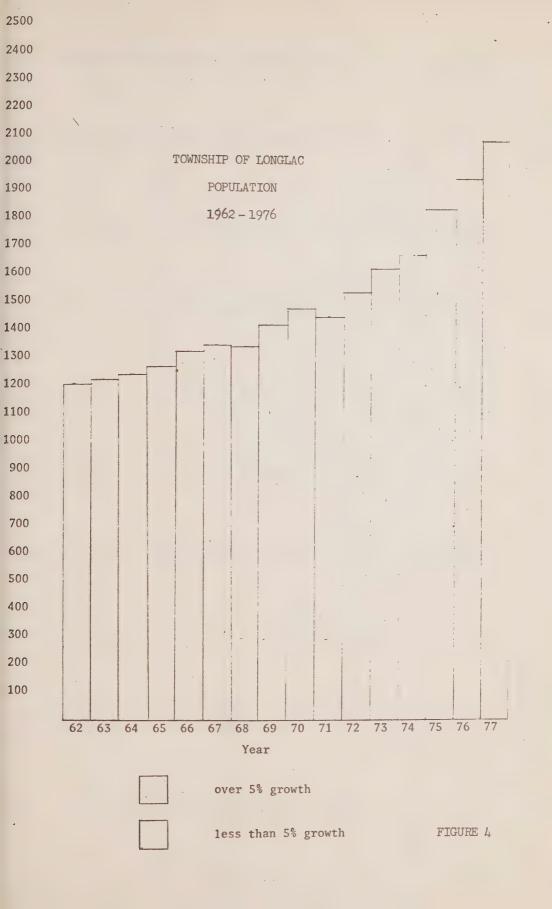
The current population of Longlac is 2072, reflecting an average annual growth rate between 1971 and 1977 of 6.23%, and a total growth of 43.59%.

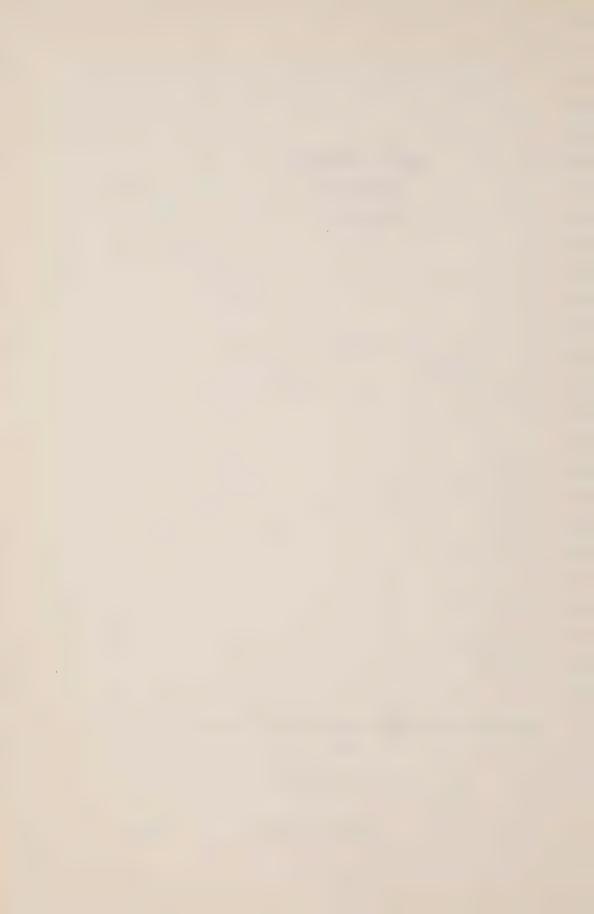
It is significant to note that during this period, the working age population (20 -59) increased from 700 to 1091, or 55.86% - higher than the total rate. By contrast, the senior citizen population increased only 35%, from 62 to 84, and still makes up only 4% of the total population. (The average for Ontario is 12.2%)

Figure 4 shows the population growth graphically, and Figure 5 gives the latest figures as broken down by the Assessment Office.

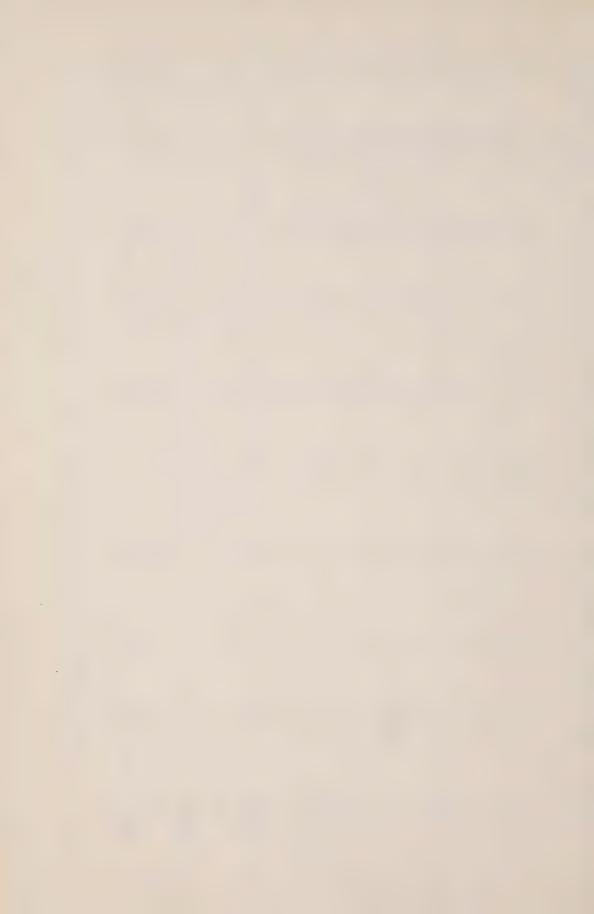
Culturally, the community is approximately 80% French-Canadian, with a significant group (approximately 8-10%) of Scandinavian descent. The balance is made up of a wide cross-section of ethnic origins.







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### Income & Employment

By far the largest portion of the work force is employed in the forest products industries, either for Kimberly-Clark of Canada or Weldwood of Canada. The former operates its woodlands head-quarters in Longlac, including administration, repair shops, and warehouses and also operates a sawmill producing lumber. The latter company has two plants, one producing plywood, the other flakeboard.

A much smaller but significant group is employed in the transportation industry, and the balance is taken up by retail and commercial concerns, government, local construction companies, and the tourist industry.

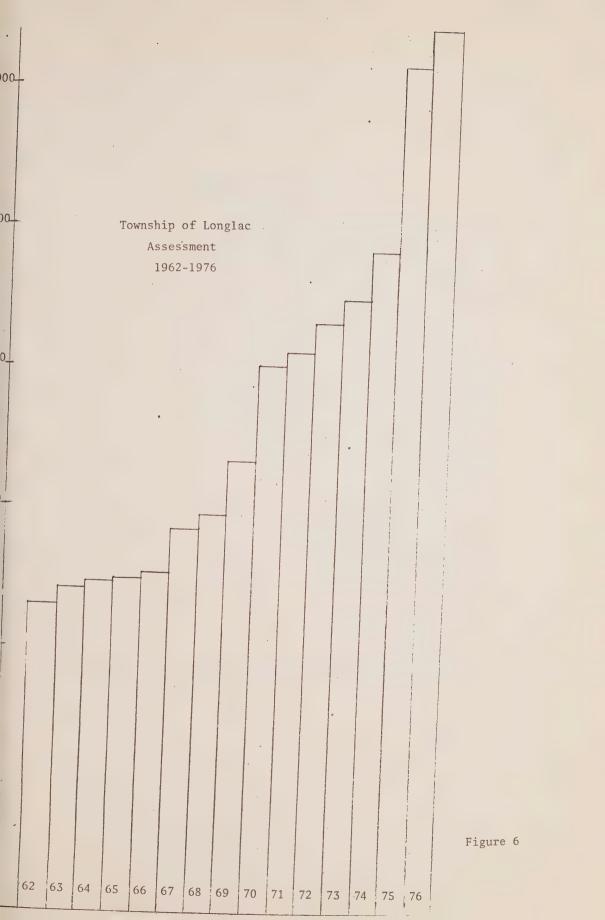
Accurate figures are not available, but it is estimated that forest products industries employ approximately 75% of the work force.

These industries are subject to international market trends, but it remains reasonable to say that Longlac can claim virtually 100% employment, and the average household income in 1976 has been estimated at \$20,425.00, with the majority being above the \$15,000 mark.

## Municipal Finance

Figure 6 shows the increase in assessment in Longlac since 1962, and Figure 7 shows the corresponding increase in municipal expenditures.







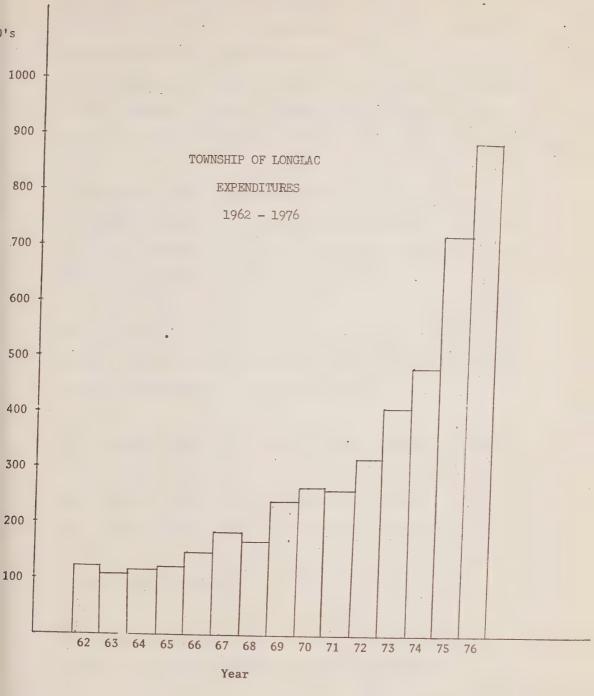


FIGURE 7



The growth in expenditure, particularly the large increases in recent years can be attributed to many factors. First is the fact that any municipality will spend such funds as are available to it without unduly burdening the taxpayers - there is no such thing as too much money. Second is inflation. Third is the carrying out of major projects, in our case paving, subdivision development, and our new arena.

The important things about these expenditures are firstly that they invariably lag a year or two behind major development, and secondly that they are made in an attempt to consolidate the municipality's position in services supplied to the community.

Unfortunately, as these projects are carried out, and as individual incomes grow, the apparent prosperity creates rising expectations, which the municipality is hard pressed to meet.

This is shown graphically in Figure 8, where the rate of increase in per capita expenditures is greater than the increase in the corresponding revenue source - assessment per capita. It is at this point that what appears to be a strictly beneficial upward trend in allareas proves to be considerably less then adequate to meet growing demands.

This trend can be eased in only two ways - expenditures can be reduced, or new assessment found to take up the slack.

Expenditures per capita can only be reduced when the expectations of residents are met. If development continues, it is fair to



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Assessment per Capita

Expenditure per Capita

Figure 8

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assume that expectations will also continue to grow, and the municipality will forever be trying to catch up.

This is turn leads to hasty decision-making, and cut-rate development, resulting in problems later. We have had experience of this in two of our new subdivisions, where sewage, drainage, and traffic problems are now beginning to point up weaknesses in both the planning and development of these areas.

In the face of this problem, the only hope for municipalities is to become involved in the planning of new industrial development at a very early stage. Given more notice, municipalities will be able to act on, rather than reacting to, industrial development.

Expenditures can be planned to keep the tax burden reasonable during the development period, and the physical planning can take place in anticipation rather than reaction, thereby allowing for more control of the quality of the municipal response.

New assessment will come with development, but it will have to come in large blocks to meet the demands. As this type of large development is in the hands of the private sector, no amount of municipal initiative can guarantee its arrival. However, the Provincial government can at least avoid worsening the trend, encouraging new industrial development to locate within existing communities.

This leads us directly to our recommendations in this submission.



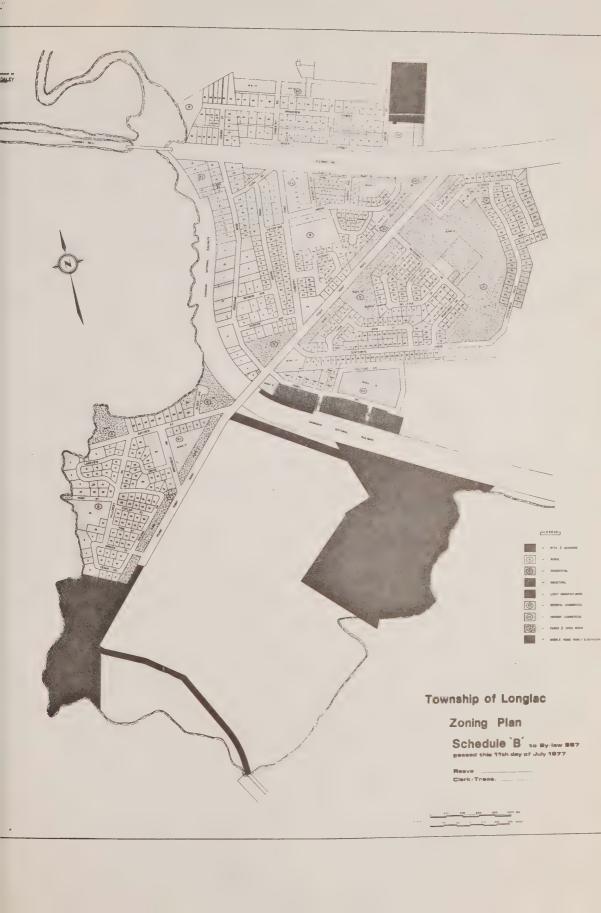
#### Recommendations

- New industrial development in northern Ontario should be encouraged to establish within existing communities. 'The "dormitory town" situation should be avoided.
- 2. Local authorities should be involved with private enterprise and other levels of government very early in the planning stages of industrial development.
- 3. Planning decisions relating to the municipality should be made at the local level, to give the local officials the leeway to adjust more quickly to the effects of new development. The Province in this case should supply technical expertise and advice.

### Conclusion

It would be naive to suggest that industrial development can occur without creating social and economic problems. However, while the problems are many and varied, the benefits are equally so. In considering our community today, and in comparing our problems with those in other northern communities which do not have local industry, we must come down firmly on the side of industrial development for the North, in whatever form it may take. We ask only that the municipalities be given the information, the authority, and above all, the time to make planning decisions which will allow them to draw the maximum benefit from development, while preserving and improving the life-style which we in the North value so highly.







CA26N Z1 -77N22

# SUBMISSION TO

# THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

ONTARIO HYDRO NORTH OF 50°

# PRESENTED AT

Nakina NOVEMBER 29, 1977





MANATHE HON. MR. JUSTICE

MANATE E. P. HARTT

MANATE COMMISSIONER



#### SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

ONTARIO HYDRO NORTH OF 50°
700 University Avenue
Toronto, Ontario M5G 1X6

### PRESENTED AT

Nakina

on

November 29, 1977

ROYAL COMMISSION
ON THE NORTHERN
ENVIRONMENT
416/965-9286



# SUPPLEMENTARY STATEMENT TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

Mr. Commissioner, in addition to the topics covered in our pre-filed memorandum you have asked that Hydro comment on some of the points raised during your earlier hearings in Sioux Lookout and Dryden. The matters on which you requested comments are covered in the following notes:

### Flooding on Lac Seul

Under the terms of the Lac Seul Conservation Act, 1928, the Province of Ontario constructed the Lac Seul dam during the period 1928 - 1930. While Ontario owns the dam, both Canada and Manitoba shared the construction cost and continue to participate in the costs of operation and maintenance.

Ontario Hydro operates the Lac Seul dam under instructions from the Canadian Lake of the Woods Control Board.

### Flooding on One Man Lake

Some flooding on One Man Lake resulted from the construction of Ontario Hydro's Caribou Falls Generating Station. As a result, Ontario Hydro provided houses for relocation of 10 families and negotiated cash settlements for physical losses suffered by individual members of the Band. It was our understanding that all parties concerned were satisfied with this agreement until 1974 when some new claims were brought forward.

The Islington Indian Band has made a claim against Ontario
Hydro for damage suffered as a result of the flooding of One Man Lake which
was required for the construction of Caribou Falls Generating Station and
Whitedog Falls Generating Station.



At present this claim is being negotiated by the Band's legal counsel Dubinsky, Kovanchak, Ferris & Ross of Thunder Bay and Ontario Hydro's legal counsel Weiler, Maloney, Nelson, also of Thunder Bay.

Since this claim is in the process of negotiation by the respective legal counsel, Ontario Hydro does not wish to comment on it at this time lest any such comment damage the present negotiations.

### Atikokan Generating Station

The construction of Atikokan Generating Station received government approval in the form of Order-in-Council 1707/77 on June 22, 1977.

This decision was reached following generating station site studies which commenced in September 1973. These studies which included extensive public participation and environmental analysis, involved eleven potential sites west of Nipigon/Red Rock on Lake Superior. As a direct result of public participation the study area was enlarged to include two inland lakes. One of these was the Atikokan site. Following a wide distribution of a Preliminary Environmental Analysis in May 1976, acquisition of the Atikokan site gained government approval by Order-in-Council 2380/76 on August 25, 1976.

Because of the advanced stage of planning and design for this development at the time of issuance of the Regulations under the Environmental Assessment Act, Atikokan G.S. received exemption from that Act on October 14, 1976 (O.C. No. 2887/76), subject to the following terms and conditions:



"That Ontario Hydro continue the present environmental analysis and public participation process, which was developed for the undertaking and well underway before the Act came into force, and submit final proposals for the undertaking, including documentation of the public participation and review by Ontario Government Ministries, before beginning construction."

A final document entitled, "Proposal for Atikokan Generating Station" dated May, 1977 which updated the environmental analysis and documented the public participation and Government review phase for record purposes was issued to the public in June, 1977. The environmental analysis data in this document did not differ significantly from that contained in the preliminary report. Following receipt of this document the government approved the construction and operation of Atikokan Generating Station by 0.C. 1707/77, June 22, 1977.



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# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

JAY DAITER

### PRESENTED AT

Nakina NOVEMBER 29, 1977





ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

JAY DAITER

PRESENTED AT

NAKINA

ON

NOVEMBER 29, 1977



November 29,1977.

Royal Commission on the Environment.

( Industry and the Northern Community ) ( Submitted by: Mr. Jay Daiter )

An individual who has a concern and a responsibility for the social and academic development of the children of Nakina Public School, I wish to take this opportunity to address the Commission on a matter that is not only of interest to myself. As a teacher and Principal, as well as District President of Ontario Public School Men's Teachers Federation, (Geraldton District), I will make this address primarily as a spokesman for the vouth of Nakina.

A native of Dryden, Ontario for nineteen years, interrupted by my formal education in Southern Ontario, I again returned to Ontario's North for two main reasons, 1) a deep aesthetic appreciation for a way of life Northern Ontario offers, and 2) a personal conviction I adopted while being raised in Northern Ontario that perhaps in some way, I could offer something to the youth of the smaller communities. Inherently I felt something was lacking.

Last year in September, I left Sioux Lookout
to accept a new resposibility for me, that of Principal. Here was the
opportunity in a small town where perhaps leadership and co-operation
could facilitate some beneficial results particularly aimed at children.
On a somewhat philosophical note that we are a product of our environment
I was quite unhappy about the lack of exposure in terms of social, physical,
and cultural development that was not readily available to the youth of
Nakina outside of their attendance at school.



Vandalism, though somewhat seasonal, is frequent, and juvenile deliquincy is also a problem, not unlike many communities. But after rationalizing this earlier statement, I do sincerely believe that this is directly co-related to the lack of organized activity in this community. Acting on this, a notice was sent out from the school to seek out interested citizens willing to organize a youth club. The youth club has been operating quite successfully for just over a month.

But a larger problem faced the two schools, increasing enrollment, particularly in the Separate School. The Nakina District Area School Board and the Separate School Board began making plans to provide for more classroom space to accommodate the children of the Kimberly-Clark employees as the K-C woodlands expansion moved into the area last year. Last month, a school bus was provided to bus students from the Kimberly-Clark housing sub-division to their respective schools.

Wery recently, the Regional Director of the Ministry of Education in Thunder Bay, approved certain plans to allow for expansion of the two elementary schools. The increase in enrollment is directly related to the Kimberly-Clark expansion and indirectly to the forestry industry.

This past fall, due to the lack of sufficient space, the Junior Kindergarten program had to be dropped and this year, lack of pupil accommodation in the elementary panel is a problem to be contended with.

It now appears in preparing for a move into a new school and with the Separate School acquiring additional classrooms, there is the opportunity of providing for a much-needed Library-Resource Centre. The option of enlarging this center will be discussed by those parties who could



offer assistance regarding appropriate funds. A much-needed facility, here lies opportunity to capitalize on an approved facility to better serve Nakina.

Optimistically, I visualize school, somewhat community oriented. However, ironically in the past, there has been minimal contribution to get things rolling and to get involved.

Kimberly-Clark's move into the area, I know will help to foster growth of our community. This has been evidenced in the past year, but thus far, the local school boards and teachers have made the sacrifices to meet the needs of the children, K-C employees children for the most part.

What role does industry play in the community?

Does industry feel an obligation to enhance community growth?

In closing, I would request the Commission to look into this area of community involvement by industry as it relates to communities north of the 50th.

Thank-you for allowing me to share this concern

Submitted by;

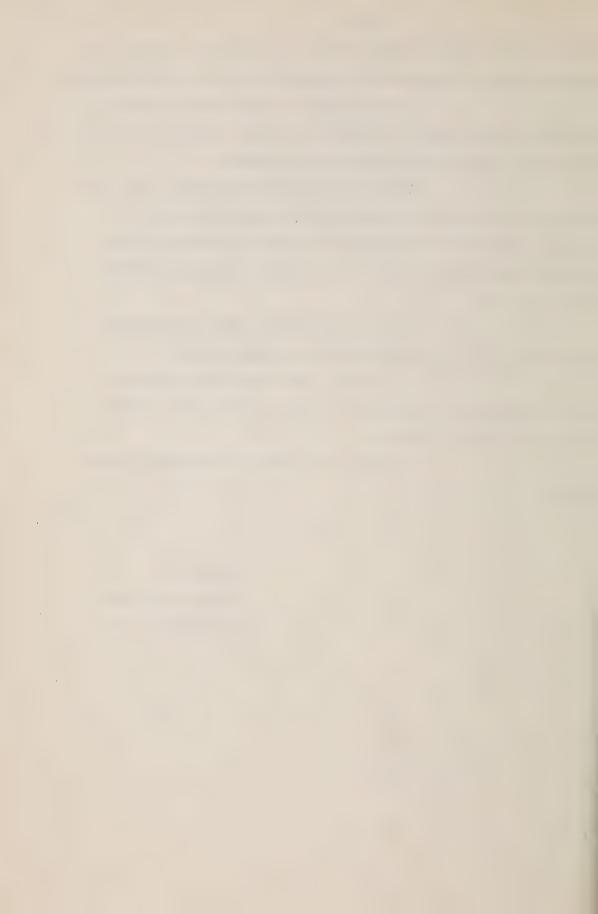
J. Daiter, Principal,

Nakina Public School

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CAZØN Z1 -77N2Z

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

**IMPROVEMENT DISTRICT OF NAKINA** 

### PRESENTED AT

Nakina NOVEMBER 29, 1977





THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

IMPROVEMENT DISTRICT OF NAKINA

PRESENTED AT

NAKINA

ON

NOVEMBER 29, 1977



#### SUBMISSION TO MR. JUSTICE PATRICK HARTT OF THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

The community of Nakina was established in 1923 as a servicing centre for Canadian National Railways mainline traffic east and west. Although advances in railroad technology have significantly reduces this function, Nakina stillserves as a crew change over point today.

In 1957, Kimberly-Clark established a woodlands operation in the surrounding area. In the same year, the community was incorporated as the Improvement District of Nakina, under the supervision of the Department of Municipal Affairs.

Municipal services presently include a new water distribution system and a rudimentary sewage system, as well as the provision of basic protection, social and public works services. A new sewage collection system and treatment plant are proposed for construction in early 1978 to service the community.

The community is defined as a remote school area, and as such operates a combined Public and Separate School with a total enrolment of approximately 190 students. As an Isolate Board, Provincial subsidy maintains mill rates for education purposed at seven mills.

Higher education, and in fact all higher level services are available only outside of the community, mainly Geraldton and Thunder Bay.

The commercial area includes a bank (mobile trailer), a Hudson's Bay Store, a Food Market, a hotel, a motel, a restaurant, a hardware store, a boutique, and a Legion Branch. Government services include,



O.P.P. Police Protection, The Ministry of Natural Resources, a Post Office and a Retail Liquor Outlet.

The Canadian National Railways and Kimberly-Clark provide the largest employment opportunity in the community. Additional employment is provided by tourist activities, Air Charter services, primarily servicing the hunting and fishing activities and transporting supplies to remote northern communities, mineral exploration activities, a retail section, and a small Government sector.

Recreational facilities include a Curling club and an outdoor skating rink. The community has also established a library in 1974 to serve the public and school sectors. The school Gym also serves as a community facility.

In 1975, Kimberly-Clark of Canada ltd., announced a 240 million dollar expansion program. A major expansion of facilities to the Terrace Bay pulp mill, proposed to increase output of the mill by 187% to 1250 tons per day of dried bleached sulphate pulp. In association with the plant expansion, the Company has acquired an additional 4860 square miles of new timber limits immediately to the North of Nakina. It is anticipated that as a result of the expansion, appromimately 650 new employment opportunities will be created. Nakina will serve as a residential centre for appromimately 250 of these new employees. In addition to harvesting timber, woodlands employees will also be involved in the operation of a slasher and maintenance garage complex at Exton siding, 5 miles west of Nakina. This facility commenced operation in the summer of 1977. The saw logs are cut into 8' lengths and transported by the CNR to Terrace Bay, via Hornepayne and Manitouadge for processing.



By order of the Ontario Municipal Board dated July 11, 1977 a geographic portion of the Township of Exton was annexed to the existing Improvement District of Nakina. This annexation will become effective January 1, 1978.

As a direct result of the Kimberly-Clark expansion, we have been faced with various problems. The most prominent being an increase in population and growth. As a result, the demand for housing has been quite high, to accomodate the influx of new families of Kimberly-Clark Employees. Part of the Kimberly-Clark investment included the development of an 81 lot residential subdivision, with construction of 57 single family dwellings and a 17 unit apartment. The majority of these units have been occupied over the last few months. To accommodate the balance of the Kimberly-Clark employees, the Improvement District of Nakina began construction, in the Spring of 1977 of a 62 lot, fully services residential subdivision, under the Municipal Land Development Program with 90% of the financing available through Central Mortgage and Housing Corporation. The remaining 10% to be financed by the Municipality. A temporary sewage collection system is being provided at the cost of the municipality until a new treatment plant is constructed in 1978, to service the Municipality. A new water distribution system will be going into operation within the next week, to service the municipality.

As a direct result of the growth of the community, school facilities are not adequate to absorb the influx of new students, consequently we have been faced with a problem of using other



facilities for temporary classrooms. The Ministry of Education has been following the situation closely and for all intents and purposes, are prepared to go ahead with an addition to the existing school in early 1978.

At the present time, medical facilities and services are inadequate. Our clinic consists of an old building owned by the C.N.R. and located by the railway tracks. Besides being in a state of needing repair, the C.N.R. have plans to demolish this building. Building a new facility is very costly especially when the costs have to be borne by the municipality. A doctor comes into the community once a week, aided by a part-time nurse, to attend to the medical needs of residents of Nakina and Aroland. Ambulance service is provided from Geraldton with a lapse of approximately 2 hours before a person would reach the hospital in an emergency. We are in the process of setting up a volunteer ambulance service to serve the community. The vehicle is being donated by Kimberly-Clark, with the equipment being supplied by the Ministry of Health. Storage facilities will be provided for by the Municipality. The demand for recreational facilities is a problem that we are being made aware of. At the present time, our facilities consist of a Curling Club, and an outdoor skating rink. The school gymnasium serves as a community centre for social and recreational purposes. In order to keep people in a community recreational facilities are a must. With the costs being so extensively high, the municipality must rely heavily on Government assistance to provide for such facilities.



At the present time, we have an old run down building that serves as a Library. Fortunately, a Library Resource Centre is proposed as a part of the school expansion. This facility will be available to the public as well as serving the school.

In summing up, I hope we have made the commission aware of some of the problems that we have been faced with as a result of the expansion by Kimberly-Clark.

On behalf of the Corporation of the Improvement District of Nakina, I respectfully submit this brief to the Royal Commission on the Northern Environment.

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## SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

NAKINA TOURIST AREA **OUTFITTERS ASSOCIATION** 

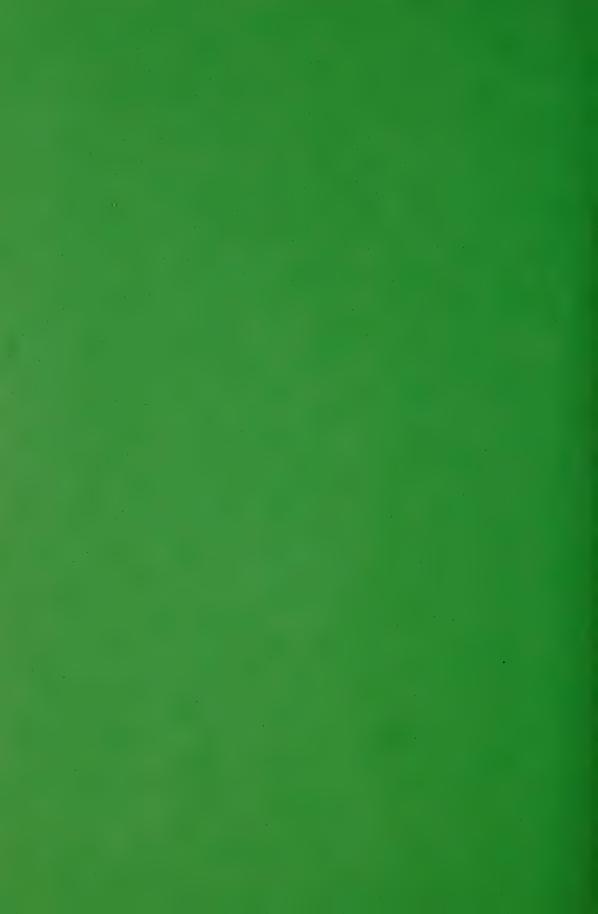
PRESENTED AT

Nakina **NOVEMBER 29. 1977** 



ON THE NORTHERN ENVIRONMENT

ROYAL COMMISSION THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



#### SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

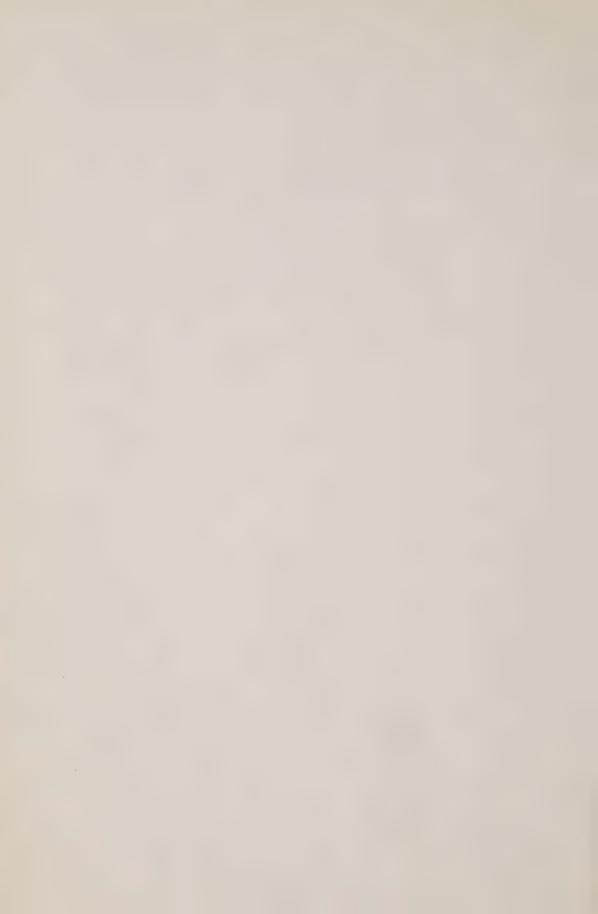
NAKINA TOURIST AREA OUTFITTERS ASSOCIATION

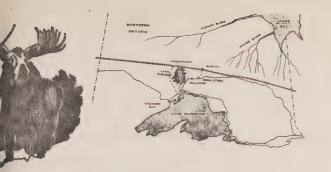
PRESENTED AT

NAKINA

ON

NOVEMBER 29, 1977





## NAKINA TOURIST AREA OUTFITTERS ASSOCIATION

Nakina, Ontario November 29, 1977

SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

The Nakina Tourist Area Outfitters Association is affiliated with N.O.T.O. (Northern Ontario Tourist Outfitters Association). Our local Association came into being in January 1970, and was active for about three years. The Association was reorganized in January of this year, and at present we have a membership of eighteen. Our membership has representatives from the Jellicoe-Geraldton, area and represents many establishments operating in this whole area, north to the Albany River.

Outfitters, operating in the immediate Nakina Area or as a "jumping-off" spot to the Outpost Camps, and Lodges to the North, number twenty at the present time.

We, as Outfitters, are looking for a real recognition of Tourism as an industry, in its own right, in Northern Ontario.

The Ministry of Industry and Tourism defines a tourist as anyone who travels a distance greater than 25 miles from home for purposes other than school or visiting relatives. We, as Tourist Outfitters, cater to the Tourists as well as the local residents.

In the Proposed Policy by the Ministry of Natural Resources titled "Northwestern Ontario-Stratigic Land Use Plan, Phase 11" consisting of 64 pages, a mere 2 pages are devoted to Tourism.

In the opening remarks it states "The expansion of the Tourist Industry in the Northwestern Ontario Planning Region (as determined





by the Ministry of Industry and Tourism), must be in concert with the resource potential.

At the same time, any expansion in the Tourist Industry must give priority to the local users.

The Ministry of Natural Resources considers recreation by provincial residents to be a social amenity and the benefits are measured in user-days, while recreation by people from outside the province is considered to be tourism, and the benefits are measured in jobs provided and dollars generated in the provincial economy.

The Ministry of Industry and Tourism general provincial policy is to achieve a significant increase in tourism benefits. Tentative targets for Northern Ontario in dollars earned are \$3.4 million in 1972 to \$6.2 million in 1979. Direct jobs are 14,700 in 1971 to 27,400 in 1979. This must be considered a substantial contribution to the province both in dollars earned and direct jobs.

Quoting the Strategic Land Use Plan Phase 11 "The Ministry of Natural Resources recognizes the benificial role of tourism but at the same time also recognizes that tourists do utilize the natural resources of the province". Is this such a detrimental situation, when direct jobs are created and dollars earned contribute to the emonomy of the province?

Again quoting this Proposed Policy of the Ministry of Natural Resources "Although every attempt will be made to allocate resources in order to strike a balance between tourism benefits, and recreation benefits in Northwestern Ontario, it must be emphasized that dayiese recreation by the people of Northwestern Ontario is of higher priority than tourist development."



Nakina came into being in 1923 as a railroad town with the C.N.R. Tourism and tourist outfitting came into being here in the Depression Years when men like Emile Cote, and Tom Hughes provided an outfitting service. The only accessibility to Nakina was by rail. With a road to the outside, finally built in the late 1950's the tourist business really blossomed and has grown steadily in the area. The number of Outfitters increased, Outpost camps, and Lodges spread to the North and Northwest. Large investments were made and are still being made in establishments, equipment, furnishings etc.

Kimberly-Clark became the third industry chronologically in Takina, providing jobs and a needed boost to the economy and their nnounced expansion was welcomed.

Why has there been no consideration given to this area north of the 50th parallel with regards to environmental impact of Kimb-rly-Clark's expansion as there is being given to the Reed Expansion?

An Environmental Study done by Beak Consultants of Toronto in 974 states "Two Industries are based on the water resources of the rea. Water based recreation is the backbone of the tourism and rereation industry, which is the third ranking, after forestry and lining in Northwestern Ontario. Several fishing lodges and tourist emp outfitters are located within the present Kimberly-Clark timber imits. The main concentration is in the undisturbed area, including the expanded timber limits to the north around Nakina.

The only economic base potentially harmed by the Kimberly-(lark project is that of the approximately 15 outfitters and about the base camps operated by them in the northern extensions of the timber limits. These outfitters could be affected if roads make access to their fishing or hunting camps open to the public. The



Ministry of Natural Resources regulates road contruction, licenses outfitter camps and decides how and where public access will be allowed.

The second industry, inland commercial fishing, is not a major source of employment or revenue in the area but it is important as it is often the livelihood of many Indian people."

Then it goes on to state that "No research has been carried out on the effects of logging on the watersheds in the Kimberly-Clark timber limits."

The basis of the Outfitter's operation are the renewable natural resources of fish and game which is renewable on a yearly basis, and survival of the Outfitter depends on the continuance of these resources. We are concerned with the quality of environment and preservation of habitat that is essential to resources on which our industry is based.

Granting that Kimberly-Clark expansion is good for the immediate future, it means that housing improves, job increase, businesses expand and new businesses are established. What happens to the area when the projected cut of 25 years is completed or in the case heaven forbid) of a major forest fire? Trees are a renewable resource but it takes 80 to 100 years for them to become merchantable. That happens in the intervening years? Without good sound planning and diversification, where will the wood-industry, oriented workers ind jobs? Not in Southern Ontario. There are no major tracts of orests left except in Northern Ontario.

Hopefully, the Tourist Industry can survive. That is, provided hat proper environmental practices are followed in Forest Managem-nt. Without enforcement of Ministry of Natural Resources policies egarding forest management, in the areas of reforestation, lake



reserves and sky-line reserves, and the taking out of needless access roadsetc., the fly-in operation will become a thing of the past. This unique type of operation caters to a large portion of the sporting public. It presently provides a party with accommodation, peace and quiet, good hunting and fishing and a chance to commune with nature.

It can be proven that, in the past couple of years, lake reserves along large lakes and waterways have not been left in some cases in this area, which allows errosion of soils into streams and could cause pollution of lakes into which these streams flow. Sky-line reserves have also not been left in some instances, in which case aesthetic values are destroyed. Vast clear cutting with no restrictions destroys the wild life habitat.

The Ministry of Tourism is constantly preaching to us about up-grading of facilities. Who wants to invest more money in an operation which 2,3 or 5 years hence will be accessible by road with the resulting influx of anyone who can drive? Outfitters in other areas can attest to the fact that fishing drops off, especially in what the Ministry of Natural Resources class as "fragile lakes", (those which can support a limited number of user days), garbage becomes a problem and vandalism becomes a real problem. Remoteness to longer exists and the clientele of the Outfitter find other preas which satisfy their requirements. The plane, buildings, equiment etc.all become redundant. The business can't be sold, for who will buy a business with no clientele? The sportsman can move on but all that is left for the commercial operator is the garbage. He cannot pick up his sizable investment and move on. We have few of



these remote recreation areas left. Let us protect them! "Remote" does not mean inaccesable to the general public. These areas can be reached by the sportsmen who wish to work a little harder paddling a canoe, or portaging, if they don't wish to fly-in to the Outfitters facilities. Their extra effort is usually well rewarded.

All we're asking of the Pulp Companies is to leave a green belt of 400 feet or whatever is necessary around sizable lakes and along waterways, leave a sky-line reserve and please keep roads away from lakes and control access on roads they build.

We're asking of the Government of Ontario to take into consideration, the survival of our Industry, in conjunction with the Pulp Companies' survival.

We welcome the Pulp Company's expansion because of the derived benefits to the area, but there must be the best possible <u>multiple</u> usage of our natural resources made in this part of our country, in order for us all to survive.

We are pleased to have had this opportunity to express our views and hope that through these hearings a better understanding of the problems of this Northern part of our province, will evolve.

The Members of the

Nakina Area Tourist Outfitters

Association.



CAZON ZI -77NZZ

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

CANADIAN NATIONAL RAILWAYS

# PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977





THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

CANADIAN NATIONAL RAILWAYS
NAKINA
ONTARIO

PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977

ROYAL COMMISSION
ON THE NORTHERN
ENVIRONMENT
416/965-9286



#### NOTE:

ATTACHED TO EXHIBIT NO. 139
WAS A MAP OF NORTHERN ONTARIO.
THIS COULD NOT BE REPRODUCED
FOR PUBLICATION BUT CAN BE
VIEWED AT THE COMMISSION
OFFICES, 55 BLOOR ST. W.,
SUITE 801, TORONTO.



#### FOREWORD

Canadian National Railways is pleased to participate in the preliminary hearings of the Government of the Province of Ontario's Royal Commission on the Northern Environment.

CN is a publicly-owned national transportation and communications enterprise whose operations extend to all ten provinces and the territories of Canada, as well as a number of states in the U.S. As the country's largest railway it moves some 110 million tons of freight and 10 million passengers annually on its 35,000 miles of track. In addition to railway operations CN is extensively involved in highway trucking and express, telecommunications, hotels, operations of ferries and coastal vessels, industrial development activities, and provision of national and international consulting services.

Approximately 1,000 miles of CN track are located between the 49th and 51st parallels of north latitude in Ontario.

Of this total, about half is situated near or generally north of the 50th parallel, the Commission's specific mandate.

A substantial portion of CN trackage in the north is comprised of the transcontinental main line and thus is a vital link in the movement of people and goods between Ontario and the West.



## HISTORY OF CN IN THE NORTH

Canadian National's association with the people and economic development of Northern Ontario dates back to the turn of the century. This was an era of prosperity and expansion which was especially marked on the North American continent. Canada shared in this prosperity and, anticipating further growth and expansion, there was a great forward movement in railway construction.

It was a time of maximum emigration from the United Kingdom and Europe, and agriculture expanded rapidly in the West. In 1900 the Canadian Pacific Railway was the only Canadian transcontinental railway, and its single-track railway between Winnipeg and the Lakehead was not able to handle expeditiously the great wheat crops of the Prairies.

Spurred by the demands of the people for more railways, as well as the apparent attractive financial return on such investments, private entrepreneurs and various governments of the day proceeded to extend the network of rail lines in Canada. Between 1900 and 1915 the total railway mileage in Canada had doubled and two new transcontinental railway lines had come into existence.



This was the period that saw construction of the National Transcontinental Railway across Northern Ontario on its way to Moncton from Winnipeg. At the same time, the Canadian Northern Railway built a new line from Winnipeg to the Lakehead and from the Lakehead through to Ottawa via Capreol, and the Grand Trunk Pacific built a connection between the NTR and Canadian Northern with a line south from Sioux Lookout.

A painful fact soon became apparent, however: there was not sufficient traffic to keep all of these new rail lines in business. Where previously they had been able to borrow huge amounts of money from England, suddenly they discovered that England needed all of its money to train and equip her armies in the First World War.

The Government of Canada was faced with a dilemma. The private railway companies could not be allowed to go bankrupt in the usual way. This would have deprived Canada of rail services which although not immediately viable were required for the economic development of the country. Canadian taxpayers already had a sizeable investment in many of the railways through various forms of government support.



To save the railways, and the nation, the Government of Canada took over many of the lines that were in trouble (The Canadian Pacific Railway was not among them), and, in 1919, an Act was passed creating a new company owned by the people. It was called the Canadian National Railway Company.

CN assumed the debts and assets of many of the railways, including the National Transcontinental, the Canadian Northern and the Grand Trunk Pacific, all of which operated in Northern Ontario at that time.



## CN'S SOCIAL AND ECONOMIC FUNCTION

At formation, Canadian National Railways received a mandate ".... to be operated as one united system on a commercial basis under their own politically undisturbed management on account of, and for the benefit of, the people of Canada." It was realized at that time that the best way to have the railways operated in the most efficient manner for the benefit of the people as a whole was as a commercial enterprise with the objective of making a profit, and with no political interference in the day-to-day operations.

Succeeding generations of railway officers have devoted their careers to seeing that this responsibility is carried out effectively. Simply stated, CN believes that the best contribution it can make is as an efficient system managed on the discipline of the profit and loss statement.

Obviously, however, as a Crown corporation owned by the people of Canada, CN can and does have an obligation to undertake certain transportation services in the national interest or on a public service basis. This is not as contradictory as it might seem, if one important principle is kept in mind and consistently applied.



The principle is that when CN or any part of the transportation system of Canada is required to provide a
service which is considered to be in the national interest,
but which is not able to pay for itself in commercial
terms, then full and direct compensation for any losses
on that public service should be paid from public funds.

Indeed, this principle is actually part of the transportation policy of Canada.

Notwithstanding the obligation to conduct its business along commercial.lines, CN has demonstrated throughout its history a concern for the welfare of its employees and for maintaining its reputation as a good corporate citizen of the communities it serves. While continuing to pursue its responsibility to institute changes in the interest of efficiency and economy, CN Management also has recognized the need for full and frank consultation with the employees and representatives of those communities which might be affected by such changes, and for developing various ways to ease the burden of change.

CN's record in this respect is widely recognized and respected. A portion of this submission addresses some of these social concerns.



## CN'S ACTIVITIES IN THE NORTH

The area north of 50° in Northern Ontario is comprised of two separate CN jurisdictions adjoining one another at Armstrong. That portion east of Armstrong (including Armstrong), is part of the Northern Ontario Division with headquarters at Capreol and local administration at Hornepayne. The Northern Ontario Division in turn is part of CN's Great Lakes Region, with headquarters at Toronto. The portion westerly from Armstrong forms part of the Assiniboine Division, headquartered at Winnipeg but with local administration at Sioux Lookout. The Assiniboine Division is part of CN's Prairie Region, whose headquarters are located in Winnipeg.

The primary function of CN in this vast expanse of territory is to provide a "bridge" transportation—link between Eastern and Western Canada, while also providing local service required by the mining, forest products and paper industries in the territory.



Frequency of train operations in Northern Ontario is generally as follows:

Passenger trains - One transcontinental passenger train daily in each direction; mixed train service three times weekly in each direction between Nakina and Capreol; mixed train service twice weekly in each direction between Sioux Lockout and Winnipeg.

Express trains - Approximately 35 per week depending on traffic demand.

Through Freights - Seven trains daily, on average.

Way Freights - Once weekly Sioux Lookout-Armstrong; Sioux Lookout-Staunton twice weekly; Sioux Lookout-Hudson three times weekly.

Express and freight trains currently operate to a maximum capacity of 100 cars. A multi-year program to extend the length of numerous sidings throughout Northern Ontario will permit operation of trains to a limit of 125 car lengths, with corresponding increases in tonnage carried.

In the area north of the 50th parallel there are 504 CN operating employees domiciled at 22 locations. Sioux Lookout, the major terminal, is home base for 286 employees. The total number of CN people is augmented during summer work programs by an additional force of as many as 500 employees.

There are 120 CN-owned dwellings in the territory. The railway supplies water to 20 communities and electric power to nine.



Typical of CN's involvement in industrial development activity in the north is the recently established Kimberly-Clark operation at Exton which required construction of 1 1/2 miles of yard trackage and development of special-purpose trains designed to meet the firm's distribution requirements. Other principal industries served by CN north of 50° are Domtar at Armstrong, Great Lakes Paper and Great West Timber at Savant Lake, McKenzie Forestry Resources at Hudon, Stelco at the Griffith Mine, South Bay Mines near Ear Falls and Reed Limited at Red Lake Road.



#### PROTECTING THE ENVIRONMENT

Society's concern for a cleaner natural environment has prompted CN to respond positively in a number of areas of environmental protection.

## 1. Stationary Facilities and Mobile Work Gangs:

Controlling pollution from existing stationary facilities and from mobile work gangs has been an area of concern for more than a decade. Through the expenditure of large amounts of capital in and around major terminals, water pollution from fuelling operations has been successfully controlled. Generally this has meant the installation of collector pans around fuelling sites, connected to some form of gravity separator from which oil can be retrieved. Where possible, connections have been made to sanitary sewers and if not possible, much improved design of sanitary facilities undertaken.

Traditionally the Federal Department of Health and Welfare has had control over sanitary facilities associated with mobile work gangs and/or temporary work camps on line. Environmental concerns have been responsible for much closer adherence to approved sanitary rules and regulations, better design of sanitary facilities for on-line work quarters, and where possible, connections to sanitary sewers for mobile gangs around main terminal points.

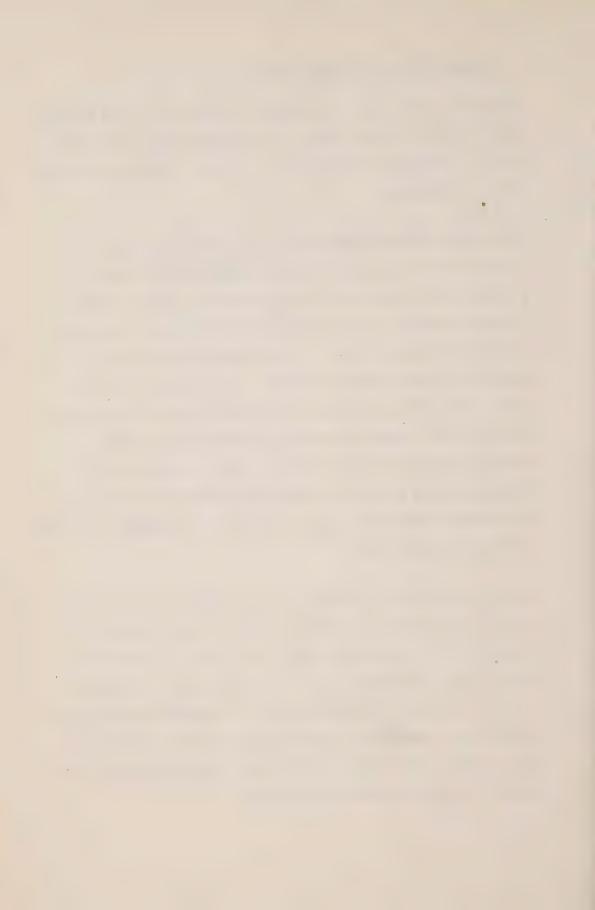


#### 2. Impact of Routine Operations:

Minimizing the impact of routine operations on the environment, and more particularly on urbanized areas, has been a subject stressed by authorities. These include both noise and air pollution.

Noise from railway operations is a matter of increasing concern and has prompted railway management to urge planners and developers to give serious second thought to plans calling for residential subdivisions contiguous to railway rights-of-way. Very little can be done in abating railway noise at source. Accordingly, for new areas of residential construction which will be occurring in the north, adequate distance buffering and other means of community noise control must be considered. Municipalities and such Ontario Ministries as Housing and Environment share the responsibility for adequate long-range planning of this type.

With respect to air pollution, the volume of emissions of major pollutants from a diesel train is quite small compared with a gasoline engine or, indeed, a stationary power plant. Nevertheless, the railway has co-operated with the National Research Council of Canada, with various federal and provincial agencies and with the Association of American Railroads in efforts to reduce emissions from diesel engines as much as possible.



## 3. Hazardous or Contaminant Commodities:

Reassessing priorities at derailments so that environmental impact from spilled commodities is lessened or eliminated entirely is now a feature of railway operation. When a derailment involving environmentally harmful commodities occurs, the railway notifies provincial and federal environmental authorities immediately, and a provincial environmental officer appears at the scene.

Although repairing and restoring the line to service remain of the utmost importance, major concern is demonstrated toward pollution control at derailments. Equipment is carried with or readily available for work crews, and site cleanups are conducted to the satisfaction of environmental personnel.

## 4. Rolling Stock Design and Maintenance:

Assessing rolling stock design and maintenance procedures with a view to reducing forest fires caused by train operation through the north has long been a concern of Canadian National. Locomotives have been equipped with spark arrestors which meet Canadian Transport Commission requirements. High-phosphorous brake shoes have been developed, resulting in less sparking and thus reducing the incidence of fires along the right-of-way.



### 4. Rolling Stock Design and Maintenance - cont'd

CN maintenance personnel co-operate with the Ministry of Natural Resources in delineating areas of controlled right-of-way burning which also reduces the chance of accidental fire. Maintenance personnel obtain required fire permits and adhere strictly to provincial regulations on open burning.

#### 5. Environmental Impact Studies:

Plans for major CN capital works are submitted to environmental authorities for review and comment. It is considered that this practice serves not only to reduce future capital expense for the railway, but to minimize to the greatest possible extent any adverse effects upon the environment.

Throughout these and other efforts, CN has worked and is working closely with the Ontario Ministry of the Environment and its predecessors such as the Ontario Water Resources Commission. Since 1972, the Environment Protection Service of Environment Canada has functioned in an advisory role to CN. As such, it interfaces between CN and the Ontario Ministry on matters relating to plan approval, pollution control and routine operation as related to environmental concerns.



### 5. Environmental Impact Studies - cont'd

Relationships between the railway and the environmental authorities are generally excellent.

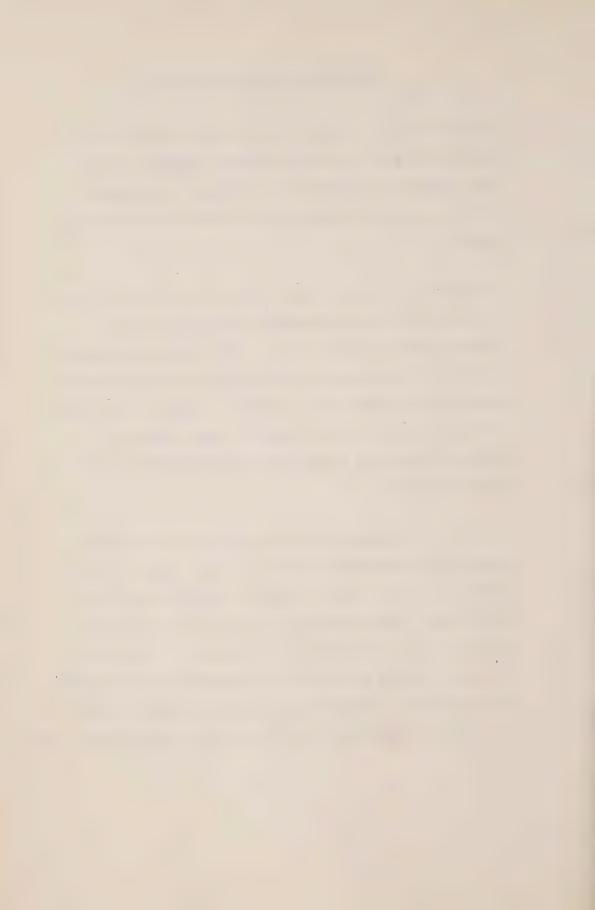


### IMPROVING THE NORTH LIFESTYLE

A fresh approach toward improving the lifestyle of people living in northern isolated communities is being considered jointly by a private entrepreneur, the Government of Ontario, the community of Hornepayne and CN.

Hornepayne is located just south of the 50th parallel on CN's main transcontinental line about halfway between Toronto and Winnipeg. The railway maintenance facility at Hornepayne is undergoing a major expansion which will increase the population to about 2,300 from 1,700. In recent years, however, the community suffered declining population notwithstanding acute labor shortages.

Studies have shown that it is difficult to attract people and development capital to such areas. Horne-payne's closest "urban" centre is Kapuskasing, 140 miles away. The resultant alienation and the desire of most of the townspeople to relocate as quickly as possible has led to lack of maintenance of the present housing supply, an intense housing shortage and lack of adequate education, recreation and shopping facilities.



The situation is aggravated by high construction and living costs, and the inability to attract capital for investment. These deficiencies, coupled with the generally harsh climate and lack of public transportation, have made the typical Hornepayne resident feel not only alienated from his neighbors in the community but anxious to seek an easier life in a more urbanized setting.

Therefore a real estate development unique to Ontario has been proposed for Hornepayne. A new town centre has been designed by a private company as a joint venture with participation being considered by the Government of Ontario, the municipality and CN.

Described as a town within a town, the centre would bring together most of the vital services a town requires, under one roof in a climate-controlled environment. These would include a high school, gymnasium, library, cultural centre, medical centre, senior citizens'housing, a 30-room hotel with meeting facilities, bachelorette accommodation for CN employees, apartments, indoor swimming pool, squash courts, offices, a shopping centre, post-office and a large outdoor recreation complex.



All of these elements would be joined by indoor pedestrian "streets" appropriately landscaped and designed to provide a year-round promenade.

Exposing the facilities to the community this way, as opposed to having them haphazardly spread around the community, should encourage more use of the facilities by all ages and foster interaction and community activities.



#### CNT IN THE NORTH

Canadian National Telecommunications (CNT) is a descriptive title given to the telecommunications division of the Canadian National Railway Company. The division is charged with carrying out CN's railway and commercial communications activities.

CNT, with some 3,800 employees, functions in all of Canada's ten provinces as well as in the Yukon and Northwest

Territories. In Northwest Canada and in most of insular

Newfoundland, it is the sole supplier of public telephone

service, public message (Telegram) service, and the entire

range of general telecommunication services. Elsewhere in

Canada, including Northern Ontario, CNT provides public

message service and competes with the telephone companies

in the broad field of data communications and private line

services.

While CNT's origins go back to 1846, to commercial telegraph companies operating in Eastern Canada, the development of telegraphic communications in much of Canada went hand-in-hand with the construction of railways. For not only was the telegraph an indispensable adjunct to railway operations, but the Canadian government encouraged the railways to enter commercial communications business.



Both the Canadian Northern and the National Transcontinental Railways operated telegraph systems reaching into Northern Ontario. In 1920, these two systems, along with other telegraph operations which had been taken over by the Canadian government, were combined under a crown corporation called the Canadian National Telegraph Company. With the formation of the CNR, CNT came under the corporate management of the national railway.

Thus, the first penetration of commercial communications in Northern Ontario was achieved at the same time as the construction of its railway lines in the early years of the 20th century.

#### Present Activities:

Today, in that part of Northwestern Ontario lying near and north of the 50th parallel, CNT provides to the public a range of telecommunications services which include the following:

- public message service
- money transfer service (at some offices)
- telex service for business and industry
- private line teleprinter and telephone service
- radio program network facilities for CBC
- leased facilities for long distance telephone
   service
- data communication services



CNT's responsibilities in the area also include the provision of communication services for other corporate divisions of CN such as Rail, Passenger and Express.

#### Facilities:

For the most part, CNT's telecommunication circuits in Ontario north of 50° are on open wire pole lines built on the railway right-of-way. The construction of long haul multi-channel microwave radio systems across the nation has greatly lessened our dependence on pole lines and has relegated most of them to the secondary role of providing feeder or tributary circuits, rather than main line intercity facilities.

The principle facilities maintained by CNT near and north of  $50^{\circ}$  in Ontario are summarized briefly below:

- Pole line from Hornepayne via Longlac, Nakina, Auden, Armstrong, Sioux Lookout, Redditt to Manitoba border.
- 2. Pole line from Hearst via Pagwa to Nakina (NTR route).
- Pole line from Thunder Bay area via Graham to Superior Junction.
- 4. Pole line from Thunder Bay via Nipigon, Beardmore and Geraldton, to Longlac.
- 5. Light route radio link (VHF, 8 voice channel capacity)
  Ear Falls to Amesdale.



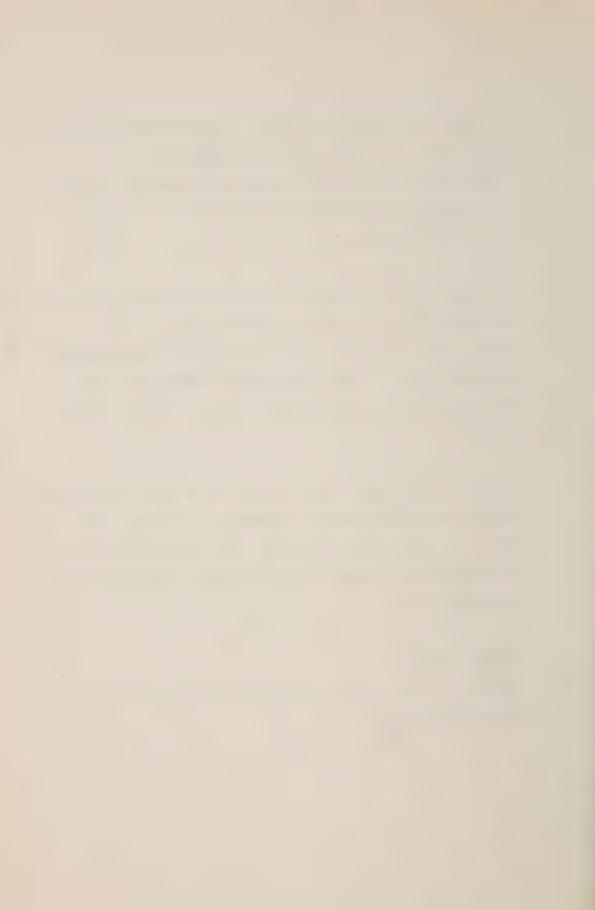
- Light route radio link (VHF, 2 voice channel capacity)
   Pelican Lake (Sioux Lookout) to Mattabi.
- 7. Microwave radio link Hornepayne-White River (provides connection with CNCP Montreal-Toronto-Vancouver microwave system).

In addition to the above, a microwave radio link has been constructed from Sioux Lookout-Dinorwic to provide another point of connection with the CNCP transcontinental microwave system. This new system is undergoing final tests and will be commissioned to service before the end of 1977.

Plans for 1978 include construction of a light route radio link to Minaki from Moth, a repeater site on the CNCP microwave system west of Kenora. Also planned for 1978 is an additional connection to the CNCP microwave system from Longlac.

#### Resident Staff:

Numbers of personnel with headquarters in the area presently total 18.



CA2\$N ZI -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

REV. CANON J. H. LONG, S.TH.

## PRESENTED AT

NAKINA, ONTARIO

ON

**NOVEMBER 29, 1977** 





ROYAL COMMISSION ON THE NORTHERN 325 ENVIRONMENT 325 4375 THE HON. MR. JUSTICE

A. A. E. P. HARTT

A. COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

REV. CANON J. H. LONG, S.TH.
P.O. BOX 133
NAKIVA, ONTARIO
POT 2H0

PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977



EXHIBIT # 141

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JANUARY 4, 1978

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55 BLOOR STREET WEST,
TORONTO



REV. CANON J. H. LONG, S.TH.

P.O. BOX 133 NAKINA, ONTARIO, POT 2HO PHONE (307) 329-5330

A Brief

to

The Royal Commission

· on

Northern Environment

Concerning possible development of the Albany
River for Hydro purposes, the proposed Arctic
Pipe Line and the employment of the Native peoples.



Now let us turn to the Albany where the Ontario Resources Commission has been conducting research into the resources there. So far, I have not heard of any public statement of their findings, but I do know that blasting was done in the river bed near Ogoki Post to find a suitable dam site. The residents of the settlement claim that a proposed dam would raise the water level about 14 feet, close to the top of the banks and above in many places. At break-up or after excessive rains there would surely be flooding. To meet this threat new houses are being constructed on a gravel ridge, a distance from the old site. At the same time a new school and a building to house visiting nurses and Government officials has been constructed at the old site. A number of years ago I flew in there for a landing strip. I pointed out that gravel ridge as an ideal spot for an all season landing strip, but in his meeting with the Chief and Band Council he persuaded them to accept a winter strip, located about a mile from the settlement, as a means to lessen the isolation during freeze-up. The site was cleared with chain saw and shovels. The results were very rough with even some stumps showing, so that it needed eight inches of snow covering to be of use. Now by the time there is eight inches of snow at Ogoki the river is usually frozen over sufficiently for light planes to land. I have only landed twice on that strip, the first and third year after it was finished. Somewhat of a "white elephant". The objection to the gravel ridge was that it would be too expensive to take a bulldozer in by plane and pay rent for it for 12 months for a job that could be done in two. I later heard that Malton Airport was disposing of a couple of Bulldozers and one could have been reconditioned for that purpose and left there for maintenance.

A chain is only as strong as its weakest link. A small link in the development of Albany resources can be seen by anyone travelling on the C.N.R. between Nakina and Armstrong. A railway bridge crosses the Jackfish river just east of Furland, where a glance at the murky waters flowing beneath the bridge causes one to ponder their effects on Lake Nipigon.

Years ago a diversion was made at Martin Falls, to cause part of the water in the Ogoki river to flow south in the Jackfish, the



reason being to help maintain the level of the lake. There used to be Commercial fishing at Furland, Mud river and Gull Bay but there has been none since the construction of the "control dam" causing silt deposit at an accelerated rate. As you may know, Pickeral need a coarse sand or clean gravel bed in fairly shallow water for spawning. In Lake Nipigon this occured along the north shore from Ombabika Bay in the east to beyond Gull Bay in the west. That small volumn of water from the Jackfish-cum-part Ogoki has ended the spawning. I have flown over a large portion of the Albany river country, as far east as Pickle Lake, which is close to the source of the Albany, which is also fed by many small streams, and including the Kenogami River as well as the Ogoki. What does one see? A land dotted with those lakes and streams smoothed fairly level by an ancient glacier, no high hills or deep cut valleys that could form reservoirs if dammed. Power could be generated, if we were desperate enough, by a series of low level dams spread long distances apart. My greatest concern about such a development is the mouth of the Albany river at James Bay. At present the outer navigational buoy is seven miles out to sea, navigable for ships up to ten foot draft but tricky for those of even five foot. The shelving off is so gradual that the tide can go out as far as three miles. Old timers who paddled down to Moose Factory could, at low water get out of their canoes and build a fire to boil their kettle for tea, while waiting for the tide to come in again. At Fort Albany they built stages in the trees before break-up in case of flooding. There has always been the threat of flooding. Last year there was a disastrous one at Kashechewan. The inhabitants had to be evacuated by helicopter, and their houses and belonging and the church were destroyed. Just what would happen if the velocity of the Albany river at its estuary be reduced by Hydro development? Not far inland, I understand, are rich mineral deposits and there has been drilling for oil too. Excitement about that was induced, in all probability, to entice more purchasing of stock. Development of mines would seem to indicate the need for extention of the railway from Moosonee, as the navigation season is short. At present heavy goods are taken by barge other things by plane. Winter tractor trains seem to be impractical as ice conditions are unstable. The recovering of a bulldozer which has broken through the ice can be a long cold job.



In an afterthought about low level dam projects, I greatly fear for the environment if heavy diking is to be employed. Disastrous results can be forseen if Hydo Quebec builds those thirty miles of dikes when they develop the rivers north of the gigantic one on the Fort George river. Untold havok to vegetation, animal and bird life would be irreversible. I pray that no such fate is in store for the Albany watershed.

Development north of the 50th parallel must come, but future generations will need those resources. May they lay untouched until better ways are found for bringing them into productivity.

To turn to local trends. These are centred by the expansion by Kimberly Clark of their woodlands operations. I am happy to see that some of our native people are successfully competing with other thic groups, and hope they will do so in other developments such as the Arctic Gas pipe line. The only adverse comment is that the increased cutting does not seem to have given rise to a greater demand for tree planters. Did not the Premier of the Province promise that two trees would be planted for every one cut down? With the improved methods of handling and planting the seedlings, it shouldn't be too difficult to fulfil. But the unemployment of our Native people farther north say at Fort Hope on Eabemet Lake could be a time bomb. The highest birth rate of any ethnic group in Canada is among our native people. Now it takes about 200 square miles for an average trapping ground. They used to use dog teams or canoes to reach their individual territory but now of course, planes and skidoos are the order of the day. In this way they could use larger territories but the crux of the matter lies in the fact that there are just too many people for the amount of trapping grounds available. Welfare, while seemingly humane breeds idleness. A once proud race that was self sustaining, with, I admit periods of feast and of famine, which they endured uncomplaining. The modern school system tends to keep the young in the settlement. True, at Fort Hope there is a saw mill, you can see some of its output in the long lines of duck board sidewalks. But that is a drop in the



bucket, there is need for bigger outlet. Door and window frame construction would hit the snag or high cost air freight which would cancel competition with larger towns like Longlac and Geraldton. Cottage industries perhaps, there is wood carving and making of picturesque waste paper baskets and other articles from birch bark, also the making of snowshoes, and moose hide beaded articles, all these depend on the number of people who are able to do these crafts. Possibly a bakery would be a good project. Sending the youngsters out to High School is a mixed blessing. Many return home disgruntled, especially if they drop out before graduating. Many 'outside' jobs are available only to those holding High School Certificates, even such as lineman's assistant, which does not require much skill. Another reason for their discontent on returning home is that they have been away so long that they have been unable to acquire the skills needed for life in the bush, trapping, hunting or guiding for tourist camps. Drunkeness is causing problems in many communities. real cause of these conditions which lead to a variety of crimes being committed, is idleness. Even the authority of the Church has been undermined, partly through contact with unprincipled white people and the reading of trashy literature. Gone are the days when the Church was the centre of activities in every settlement and family prayers routine in their homes. Now enforced leisure is noisily occupied with guitars and tape recorders.

The Arctic gas pipe line could give many at least temporary employment, but not permanent jobs. When the Otter Rapids project was undertaken, the late Bishop Neville Clarke met with the Hydro officials in Toronto, who agreed to hire up to 50% of the unskilled work force from Native settlements. The only stipulation being that if anyone quit he would not be rehired. With a computerized program this was a necessary stipulation. As I visited the site regularly I made a point of consulting with the Personnel Manager to learn of his needs for workers. It was easy at first, but once the cream of the workers were found the task became more difficult. Then comes the hunting seasons when the call of the migrating goose is irresistable to a people whose very lives had depended on successful hunting for generations back.



I do not see any environmental problems in the construction of a pipe line through this area, any greater than that encountered in the laying of the line between Longlac and Hearst. Gut and cover does not harm the land in this area as it would in the permafrost farther north. The movement of animals here would not likely be impeded. Perhaps such a 50-50 unskilled labour force arrangement could be invoked. There is that hope for the men, good pay and good working conditions, but there is no such hope for the girls who remain vulnerable, and there are many white people who are ever ready to take advantage of them.

In closing, I might add as a concerned resident of the northern part of this Province, that all residents should have a say in what is to be done in and to Northern Ontario, and not have things thrust upon us by southerners who have no real concern for the north.

Thank you, I only hope that I have brought to light some details that might otherwise have been overlooked.

Respectfully submitted,

John Long.



CAZÓN ZI -77N2Z

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

C. IRONS AND R. MORRIS
(Exhibit No. 142)

and

R. MORRIS AND G. ANGECOM. (Exhibit No. 178)

NATIVE STUDENTS ASSOCIATION

PRESENTED AT

Exhibit 142 — Nakina on November 29, 1977

Exhibit 178 — Osnaburgh on December 7, 1977





ROYAL COMMISSION ON THE NORTHERN DENVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

Exhibit Number

#### SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

C. IRONS AND R. MORRIS
 (Exhibit No. 142)

and

R. MORRIS AND G. ANGECOMB (Exhibit No. 178)

NATIVE STUDENTS ASSOCIATION LAKEHEAD UNIVERSITY

### PRESENTED AT

Exhibit 142 -- Nakina on November 29, 1977

Exhibit 178 -- Osnaburgh on December 7, 1977

ROYAL COMMISSION
ON THE NORTHERN
ENVIRONMENT
416/965-9286

MANULIFE CENTRE
55 BLOOR STREET WEST
ROOM 801
TORONTO, ONTARIO
M4W 1A5



We, the Native Students' Association at Lakehad University, endorse the demand of our people:

# IMMEDIATE RESTORATION OF OUR HEREDITARY RIGHTS:

The Hartt Commission hearings are being used by the Canadian state and its representatives to further attack our people -- all under the guise of being "fair" and "democratic". Meanwhile, the Commission, no matter what the investigations reveal, will not have any decision-making powers, only "advisory" capacities. The facts are that the plans of Reed Paper Company and the Canadian state have already been made and the intentions are to go ahead with these plans.

But we can use these hearings to further our struggle, our struggle to defend our land and regain our hereditary rights. We can only do this by denouncing the "northern development" plans of the rich and exposing the true nature and objectives of these hearings.

We have to demand IMMEDIATE RESTORATION OF OUR HEREDITARY RIGHTS! We must make it clear that these hereditary rights are

not up for debate.

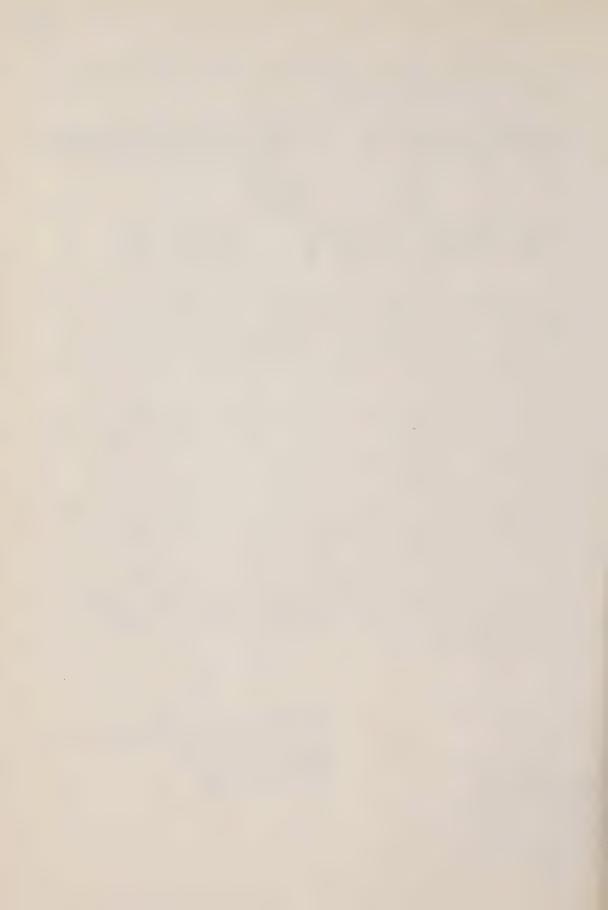
We are linked with the land by tradition and our rights have been passed down from generation to generation. Our lands have been coveted by the corporations which have continually deprived our people of their livelihood. But our people have always vigorously defended their land and way of life.

And we are determined to protect our environment and way of life now. We will fight to control our own lives and our own lands. We must oppose all collaborationist politics, rely on the strength of our own communities and unite with the Canadian working class and people in action against the common enemy — the rich and their state.

No. 142

val Commission on the Northern Environment exhibit is produced by Native Students Association, c/O Lakehead University Students Union, Lakehead University, Thunder Bay P, Ont.

November 29, 1977.



WE, THE NATIVE STUDENTS' ASSOCIATION OF LAKEHEAD UNIVERSITY,
HEREBY RETRACT the pamphlet distributed on our behalf at the Hartt Inquiry
in Nakina on November 29, 1977.

It stated that "the Hartt Commission hearings are being used by the Canadian state." We feel that we were misrepresented at the Nakina meeting. We did not have written copies of the brief beforehand, nor did our members have an opportunity to approve the final copy of the brief before it was presented. The copy was composed by a member of the Native Association of Lakehead University who was influenced by a member or members of the Marxist-Leninist Communist Party of Canada. This does not express NALU's views.

The Hartt Commission is not "attacking" our people but searching for ways to help the northern people and arrive at a clearer view of what the consequences of northern development will be.

They are being "fair" and "democratic" by the very fact of their being here in Osnaburg and going to different communities in the north. They allow free time for each of us to voice our feelings and opinions. Then they will advise those with power of the ways of our people that are shown them during these sessions. Hopefully, the Native Association of Lakehead University has not hindered the native cause. We apologize for any harm they may have done our true cause and ask that the preceding brief be disregarded and that we may be allowed to state our true feelings now.

We do want restoration of our hereditary rights. To request this in a radical manner and with harsh voices is not the answer. We believe the Hartt hearings are more beneficial than no hearings at all. We need our lands to live. We need our lands to

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show our children the beauty and life of our heritage, traditions and customs.

Denouncing the northern development plans will not change a thing. It is comparable to an ostrich hiding his head in a hole while the world keeps growing and progressing.

THE NATIVE PEOPLE HAVE LIVED in Canada for thousands of years without electricity, gas heat, or automobiles . . . and we still survive. We do live peacefully with one another. Is it not time that Natives and non-Natives work together to find a solution? With uncontrolled development aimed only at profits and without regard for the delicate balance of life we will only gain a few years of heat, a few years of employment, and a few years of easy living; then it will all begin again. Meanwhile, our traplines are destroyed, our waters polluted, and our morals defiled as unconcerned outsiders come into the communities.

Listen to us! We can work together. We can help each other. People abuse what they have and then are still not happy. Study our ways of life and you will find a way to live within the present economic pressures without destroying northern life and human lives.

In conclusion, the destruction and stripping of northern natural resources is not the answer to your problems. We suggest that an alternate route be taken. Let not the soothing words of a politician blind us to reality. NOALU has been chastised severely for allowing ourselves to be blinded. We are a small group and supposedly educated; yet, it happened to us. As students we cannot

dictate what this alternative will be. However, as young people, we will have to live with the consequences. Therefore, we urge that the voices of our people who present briefs to this Commission form the cornerstone of all planned future northern development.

And we pledge our support to our people and our leaders.



CAZÓN Z1 -77N22

## SUBMISSION TO

## THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

N. W. ONTARIO INTERNATIONAL
WOMEN'S DECADE
CO-ORDINATING COUNCIL

PRESENTED AT

Nakina NOVEMBER 29, 1977



ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT THE HON. MR. JUSTICE E.P. HARTT COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

NORTHWESTERN ONTARIO INTERNATIONAL WOMEN'S DECADE CO-ORDINATING COUNCIL 104A Redwood Avenue Thunder Bay, Ontario

#### PRESENTED AT

Nakina

on

November 29, 1977

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT 416/965-9286 MANULIFE CENTRE
55 BLOOR STREET WEST
ROOM 801
TORONTO, ONTARIO
M4W 1A5





## NORTHWESTERN ONTARIO INTERNATIONAL WOMEN'S DECADE

CO-ORDINATING COUNCIL

Royal Commission on the
Northern Environment
This exhibit is produced by

N.W. A. J. J. Womens

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140A Redwood Avenue Thunder Bay, Ontario

November 28, 1977

Manulife Centre 55 Bloor Street West Room 801 Toronto, Ontario M4W 1A5

Mr. Justice Hartt and Commission Members:

Your mandate is to consider the development of the vast lands of the North, the economic, social and the environmental impact. It is imperative that you consider woman's experience in the future development of the North. You are surely aware that many women come to the North by choice to live a life different from the amenities of more developed Southern Ontario, however, most women come with their husbands and families to a very alien climate, social structure and work experience. Our brief deals mainly with the problems facing women, children and the community at the current level of development. From these problems, it is reasonable to suggest that continued development will create and perpetuate immense problems for the women and children of Northern Ontario. We wish to emphasize that we do not profess to the voice of native women, life-long residents or non-English speaking immigrant women, who must endure the problems and frustrations of day to day living in single industry resource communities north of the 50th parallel.

We have read and studied many documents by women who have written their concerns and needs as inhabitants of single industry resource communities of northern British Columbia and the Northwest Territories. These are submitted to you with this brief. There is a need for further studies to be done on the socio-economic situation of women in single industry ecommunity resource



towns of Northwestern Ontario. It must be done by the women living in these communities as they are the only ones who can define the needs of their communities as they relate to women.

In the past year, our council has travelled to four single industry communities in Northwestern Ontario to meet with the women through informal public meetings. We have gone with the express purpose of not only hearing their concerns, but sharing mutual concerns. We would like to briefly present them to you:

- 1. The alarming increase of mental illness of young women attributed to the never ending stress associated with the caring for small children in cramped company housing, trailers, or mobile homes.
  - 2. Lack of employment opportunities, not only in the one and only primary workforce associated with resource development, but also lack of employment opportunities in support services necessary to the community. The few jobs available for women are in the low paid clerical, sales, or service oriented work (usually on a part-time basis with denial of employee benefits) JOBS MEN WILL NOT DO! Women often seek these jobs out of both social and economic desperation. THE NOTABLE LACK OF EQUAL EMPLOYMENT OPPORTUNITY PROGRAMS AND EQUITABLE HIRING PRACTICES DISCRIMINATE AGAINST WOMEN IN SINGLE INDUSTRY RESOURCE COMMUNITIES.
  - 3. Daycare services and facilities on a 24 hour basis are totally non-existent. This is a particularly distressful situation for women who are heads of families. Costs of daycare, when and if they are available, are not affordable by women who are single parents. Daycare centres would provide a place for young children to develop interpersonal skills through play with other children. Twenty-four hour daycare is also essential for women to have any access to employment opportunities (These types of services are available in almost all communities outside of the north.)
  - 4. Health care facilities and personnel are inadequate and infrequent within the community. Women must travel outside their community for medical care. This often involves complicated child care arrangements and expensive travel.
  - 5. The isolation, frustrations and other problems related to day to day living in single industry towns appears to increase the frequency of wife and child abuse. The top priority expressed by women in the communities we



visited was the desperate need for crisis or interval housing. Small communities lack even minimal social support services. It is not uncommon for the physically abused women with children to wander about the streets on cold winter nights looking for a place to sleep. A crisis home would provide a much needed shelter to administer to the physical, emotional, and the material needs of women in temporary crisis situations.

6. <u>Multipurpose recreational facilities</u> are needed to house activities for all citizens of the community. Lack of recreational facilities seem to aggravate problems of boredom and frustration. Consequently, there appears to be an alarming increase in drug and alcohol abuse.

Families in resource based communities are there to live as well as to work. Therefore, women must be involved in the planning of the socio-economic development of their communities. To date, corporations have not exercised corporate responsibility in responding to the human needs of the community.

The quality of life is directly dependent upon the ecomomy of the area in which we live, hence; the economic development of the north affects the lives of us all. As women represent 51% of the population, they have not only the right but the obligation to be represented in all aspects of the economic and social development of the north. Looking at development from a woman's perspective is essential, for it is the women who live in these communities who are most affected by the developmental decisions which are made by men. Women have traditionally shouldered the human element of development in the community, and as such are experts on the quality of life. The product of this development forms the social fabric of these communities. Both sexes are equally affected, so none of us should deny that both sexes should have equal input into the decision making process affecting their lives. If the terms of reference of socio-economic studies are entirely dependent on highly technical, non-experiental male concepts, then we can only conclude that the outcome of these studies will not be relevant to the women of the communities north of the 50th parallel, and the status quo will only be perpetuated. We believe that women from the north should sit on this commission to ensure that women's experience will be recognized. We believe that the present structure of the commission exemplifies how women are relegated to supportive and peripheral roles outside the decision making process. Economic expansion will not result in the socio-economic betterment of women who are



considered marginal and unimportant in the process, unless a conscious decision to change the position of women is built right into the terms of reference.

In summary, we would like to make several requests:

- 1. We ask your commission to seek out women to provide input from their experience of living in the north. You must go beyond the formal hearing format and you must go to the women of the small communities, as they are unable to come to you. Fear, isolation, lack of financial resources, transportation, lack of childcare, are all factors that make living in the north a very difficult place for women to grow and participate as citizens of Ontario.
- 2. We ask that you consider a grass roots community development model and provide funds to enable women to organize around their needs in single industry towns. Their experience should be considered a unique expertise for the commission.
- 3. We request that childcare be provided at all commission hearings to enable women to participate in, as well as to observe the proceedings.
- 4. We would ask that planning and development schemes not make the basic assumption that women exist only as dependents of men, but that women be seen as persons responsible for their own economic future. Until this happens, the development plans of industry and government will continue to deliver programs that re-enforce women's role in these communities as marginal and dependent. Rather, community development plans should and must integrate women fully into the economic and social power structure of the community.

Leona Lang, for the NWO IWD C.



## SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

STANLEY F. HUNNISETT

## PRESENTED AT

NAKINA, ONTARIO
ON
NOVEMBER 29, 1977





ROYAL COMMISSION
ON THE NORTHERN
ENVIRONMENT

THE HON. MR. JUSTICE

HARTT

COMMISSIONER

File Number

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December 28, 1977

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55 BLOOR STREET WEST,

TORONTO



Presentation to the Royal Commission on the Northern Environment NAKINA, Ontario - November, 1977

By: Stanley F. Hunnisett, THUNDER BAY, Ontario

B.A. Sc., M.A. Sc., M. Eng.

Mr. Hartt, let me begin by thanking you and the government of Ontario for the opportunity to speak to you today and express my concerns for the future and my suggestions for the conduct of your commission.

For the record, while I am an employee of Grand Council Treaty Number Nine, I am speaking to you today only for myself, and possibly, my children and grandchildren. I think I can add something to the remarks you have head previously because I speak from the point of view of a northerner by choice rather than chance.

I believe that the appointment of your commission is one of the greatest events of our time and that you have a huge responsibility. The process and recommendations of your commission will have a profound influence on the future of Ontario, and, I believe, by example, on other jurisdictions. As Mr. Berger said, we Canadians think of ourselves as a northern people (although we often behave like southerners) and the decisions made in issues of northern development will tell what sort of people we are.

However, I believe your task is somewhat different from Mr. Berger's. His job was to consider, mainly, the environmental effects of a single project. While you will have to look at individual projects, your task is, in my view, to consider the human effects of the process of development.

Although the Commission's name includes "Environment", man is part of, and dependent upon, that environment. You will undoubtedly hear many Indians people tell you of their dependence on the land, or environment, but Euro-Canadians, while many do not realize it, are also



totally dependent upon the environment. Remove the land, water, air, animals and vegetation and you destroy the people. Where, if not from the land, does southern society gets its food, building materials, energy, clothing and even manufactured goods? In short, if we will the man-versus-nature battle, we automatically lose.

It is this human aspect which makes your task so important and difficult. You will have to consider value systems, individual rights versus the common good, who should benefit from development and in what way, what type(s) of development will satisfy the needs you discover and many more thorny questions. I suggest you look at how other jurisdictions inside Canada and outside, particularly Scandanavia and the Soviet Union handle Northern development. You may find that they are making the same mistakes as we are but you may also learn something valuable. You will also have to gaze into your crystal ball and guess what the world will be like 25, 50 or 100 years from now, because it may be that type of development we wish today will no longer be appropriate in those times.

You responsibility is heavey, Mr. Hartt, and there are many, including me, who see you as our last hope for justice and a future, of any sort, for our children.

I think I can best outline my concerns for the process of Northern development by describing how I came to leave the south and arrive in Thunder Bay where I now live. When I left the south last April, I "had it made" by every measure of success used in southern society. I was born a fourth generation WASP in Toronto and lived there virtually all of my life. Married with two children, I held a responsible position with a respected government agency and had most of the amenities considered essential today including, as Arthur Maloney put it, "a nice house in a nice part of town".

There are many reasons why I decided to leave the south but they basically came down to one: I concluded that southern Ontario was no longer fit for human habitation.



The smallest reason was physical: I don't think the world is supposed to be made of concrete, steel and ashphalt. We are not supposed to spend our lives sitting in cars and breathing, drinking, and eating poisonous substances.

Toronto is even difficult to escape: a threee hour drive plus traffic jams takes one only as far as downtown Muskoka. In the north, however, even in the city, one is never far from bush and open water. One is surrounded with beauty and the wide open spaces never fail to make me feel free. How can you put a price of so many dollars or so many jobs on that?

Another not insignificant, reason is my view of the future: simply stated, the world is going to hell in a hand basket. In the north, it is still relatively possible to live a self sufficient life, at least somewhat insulated from various sorts of societal disasters.

But my main reasons concern the Indian people. While there is little doubt who has been the bigger loser so far in the conflict between indigneous and European societies, it may well turn out that Euro-Canadian society will wish that it had looked to see what native societies could teach it. I certainly am here to learn all I can from Native people from bush skill to how to raise my children. I think I have already learned a lot and hope you will try to do so. It is also hard for me to feel good about being a member of a society which has treated its native people so shoddily. To borrow a Federal Government slogan, "If you're not part of the solution, you're part of the problem". I determined to try to to be part of the solution.

But my main reason for coming north was social. I concluded that the values of Euro-Canadian society were not suitable to the needs of human beings and that that society's institutions no longer served, if indeed they ever did, serve the needs of more thatn a few individuals. In fact, the system in many ways controls the people it purports to serve. On the other hand, it appeared, as far as I could ascertain (largely by reading) that the Indian people had developed a society that was incredibly sensible and suited admirably to human consumption. I cam north to taste it and have only had my appetite whetted. Sorry Mr. Bernier, but I think some of the romantic myths about northerners, both Indian and white, are true.



To date, North of 50°, we have been relatively untouched by development, but I am afraid of the north becoming another south. Can we learn by the south's mistakes? Can we learn by history's mistakes? In many ways, what is required in the south is required the world over: more humane social institutions, more decentralized systems, more care for mother earth, and less extravagant lifestyles. Maybe the north can teach the south something after all.

One thing all northerners can agree on is the essential nature of employment. Should we be creating employment by concentrating on "hard" systems (centralized, capital intensive, short term, non-renewable - resource based) or "soft" systems (locally controlled, labour intensive, long term, renewable-resource based)? To guide you in your deliberations, I suggest you make required reading for all commission staff, E.F. Schumacher's excellent book "Small is Beautiful." The subtitle tells it all: "A Study of Economics As If People Mattered."

I have several suggestions concerning how you should conduct your commission: they are as follows:

This commission, its conduct and recommendations are vital to the future of all Ontarians. All should be able to participate on an equal basis. One way of assuring equality is by funding. You will receive presentations from government agencies. As you have notices, they have many experts available and will not hesitate to bring our their heavy artillery to present their interests to you. They are funded by you and I, the Ontario taxpayers. You will also receive presentations from companies. They, also, can marshall all the resources they require. They are funded by (you and I) the consumers. In order to participate on an equal basis, individuals and citizen groups much receive adequate funding for expenses and experts. You learned a valuable lesson about the north and its relationship to the south when you discovered that much of the financial support you had already supplied went to southern experts. While support to citizens will be expensive, it can be considered in no way a waste of money.



Equality can also be insured by following the Berger formula of formal and informal hearings. It is important that all individuals in Ontario who wish to express their feelings to the commission be able to do so without cross examination by lawyers and other experts. I mean all individuals in both the north and south, and, for those who do not speak fluent English, translation services must be provided. I echo the comments of many others that you must take your commission south, even on these preliminary meetings.

Mr. Bernier has stated that we northerners are pretty much the same as southerners. It is important that you come up and meet us on an informal basis and determine whether or not that statement is correct. You must visit every community north of 50° and some others such as Sudbury, Timmins, Sault Ste. Marie, Kapuskasing, and, of course, Thunder Bay. I wouldn't ask you to do any more than drive past Terrace Bay or Marathon and I believe you have already experienced Dryden. You should also visit other northern native communities in the north to see what effect development has had on them. You will find no community is typical, all are different. You must come into our homes and join our activities, at different times of the year. You must see us at work and join us at play. You cannot get to know us on a two hour visit: you must spend at least a week in each community, which means you will be travelling solidly for over a year. It will be difficult, but it is necessary. You will find it tiring and often frustrating, but I am also sure you will find it enlightening and immensely satisfying.

When you come to Thunder Bay, I want you to come and meet me in my home. But, I also want you to see a bit of our history, by visiting Old Fort William, a reconstruction of a Northwest Company fort used for about 20 years at the first of the 19th century. You will see many buildings, all hand build of logs, squared logs, hand sawn lumber and, sometimes, stone. You will see manufactured goods such as cast iron stoves which were transported from Europe to Montreal by ship and thence to For William by canoe. You will see the factories for hand building birch bark canoes and wooden York Boats and Bateaux. You will see the 90 lb. fur bales portaged two or more at a time with only a tump line by voyageurs



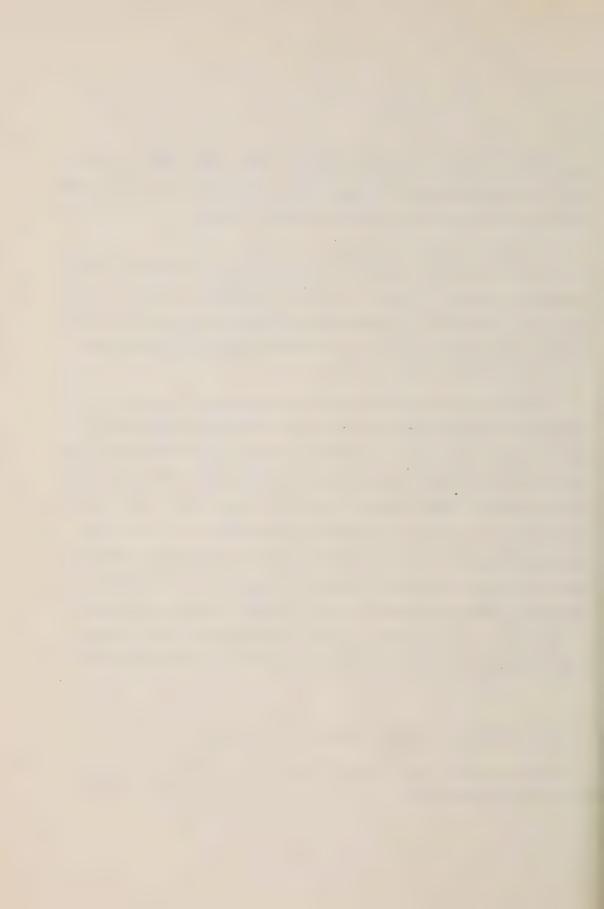
who were selected partly on the basis of their short stature. You will hear how they paddled and portaged 18 hours a day, sleeping under their canoes and living on dried food like pemmican. And you will hear the Fort's doctor tell how they dies in their early 30's, mainly of hernias.

To what end was this great effort and wasting of lives expended? Was it to feed the world's hungry? Was it to clothe the poort of the world? No, Mr. Hartt, it was not. It was to supply the fashionable men of Europe with beaver hats. Naturally, the styles changed almost every year to keep up the demand for furs. And it was only an accidental change men's fashion which saved Canada's beavers from extinction.

I want you to visit Old Fort William and see this for yourself. I also want you to walk past the Hudson's Bay Center at Bloor and Yonge and ask yourself who made the profits and who paid the price in the fur trade; who did the work, who took the risks, and who is rich today? And I want you to ask yourself the basic question that this commission much answer: Do the people of the North exist simply to supply beaver hats to the people of the south (and Europe), or do they have the right to an existence of their own, the right to pursue their own goals? Who should pay the price of the Northern development and who should realize the benefits? As well, you must consider whether the North even has enough resources to keep the rest of the world for any length of time in the manner to which it intends to become accustomed. You should also consider whether the north has something to teach the south in terms of lifestyle, at least lifestyle which can be sustained through and beyond the lifetimes of your children and mine.

Come and meet us, Mr. Hartt, and decide for yourself.

Let me conclude by again thanking you for this opportunity to express my views to the commission.



CAZÓN ZI -77NZZ

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

TERRENCE BRIAN SWANSON

### PRESENTED AT

Nakina NOVEMBER 29, 1977





ROYAL COMMISSION ON THE NORTHERN SERVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

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ON

NOVEMBER 29, 1977

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT 416/965-9286

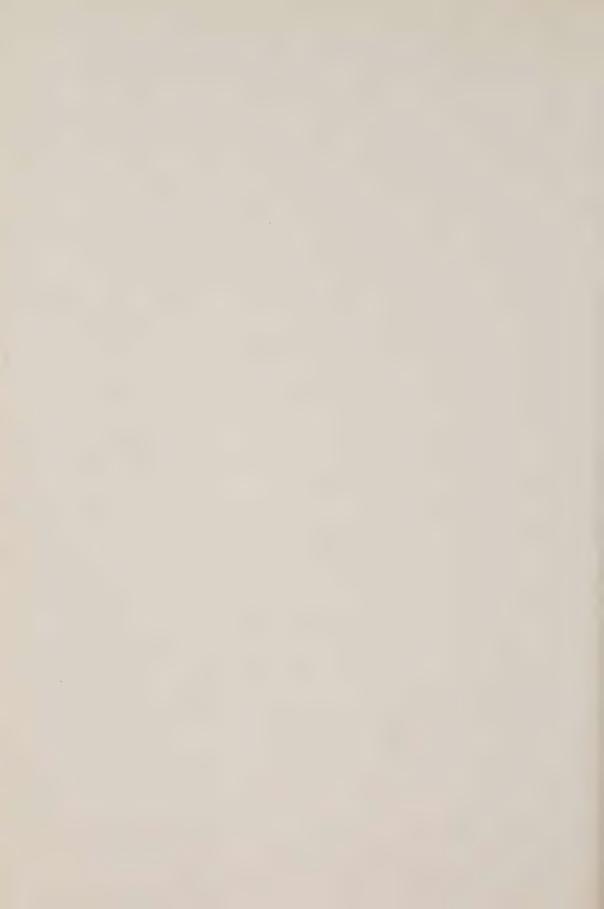


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## BRIEF PRESENTED TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

#### BY TERRENCE BRIAN SWANSON

NOVEMBER 30, 1977 NAKINA, ONTARIO

As an individual who has lived in the north, and primarily in Nakina for over forty years, I feel it is incumbent on me to express my opinion to this Commission regarding development in this area. To simplify matters, I shall present my material under a series of headings, not however in order of import; they each, in my opinion bearing equal weight, when seed from the point of view of healthy growth for Nakina and the north.

#### Recreation:

To a town as far north, and as isolated from large centers, as Nakina is, recreation becomes vital. A small town with a growing population can attract workers of quality only if the prospective workers are able to see the possibility of freedom from boredom in off duty hours.

As we have only one television channel, and that merely a feeder for the CBC, there perforce must be alternative means of filling long evening hours. For our town, curling was once the alternative. However, due to a study made far in the south of our province using Southern statistics regarding snowfall and humidity, our Curling Rink has been closed. As approximately one seventh of the population of the town was involved in curling in an active manner and many more as spectators, the closing of the rink has left a large gap in the lives of many people.

The gap is one that cannot be filled merely by switching to another curling rink. We had only one. The town, having a very limited tax base (unlike towns in Southern Ontario, we have no town-based industry) cannot afford to build a municipal curling rink, and there are no private entrepreneurs with sufficient capital to start a private rink. The rink we do have was built by means of all the people in the town getting together and pooling their funds. For some it meant considerable sacrifice, but they were willing to do it for the sake of the town as a whole.



Last year we were allowed to keep the rink open on condition that the snow was removed from the roof on a regular basis. This year we find that other towns have been allowed to keep their rinks open if they have a definite commitment to build a new rink to the required specifications, as dictated by the Ministry of Labour. Does this mean that the safety factor can be ignored for a year or more so long as a commitment to build has been made? Do safety regulations depend upon the whim of certain officials? Would not snow removal on a regular basis be sufficient for many years if it was good enough for one year? There seems to be a plethora of standards operating with regards to safety factors and curling rinks. We agree that safety is important, but the criteria should be clearly established, and should be established with due respect to northern winter conditions, especially to interior conditions; that is, climatic conditions as they exist away from the heavy precipitation which occurs near the Great Lakes.

The Curling Rink is essential to our community. With so few opportunities for recreation open to us, we feel the loss of an established recreational facility greatly. It is my contention, that if the government is going to arbitrarily close the single existing rink, the government should provide the means by which that rinks may be replaced.

In the same area, recreation, comes the question of fishing licences. It has been proposed that everyone should have to buy a licence in order to catch fish. Once again the government would appear to be stepping on the toes of the individual. Why should a resident have to have a licence to fish when he may have the opportunity to get out fishing only once or twice in a season during which he may or may not catch his limit? Should the school child carrying his willow pole and a single hook have also to carry a licence? It appwars a little ridiculous. Perhaps fishing licences should be for non-residents only. However, even the non-resident is putting monies into the local treasury through purchases of such items as food, gas and accommodation, not to mention how much he gives the government through sales of alcoholic beverages.

We need the tourist. Let's not fleece him - Let's encourage him.



#### Forestry:

In the North the forestry industry should be encouraged, not discouraged. We lose much of our timber to natural aging and disease, due to lack of harvesting. We don't want to see the country denuded, but the forest should be utilized to the maximum extent in order to aid the industrial development of the north. If the forest industry is not allowed to proceed in a wisely planned manner, the result would be similar to a farmer gazing over large acrage seeded with wheat and deciding not to harvest because, 'the earth is better in its natural state." Not only does he lose the fruit of all his own hard work, but he also does a disservice to mankind in limiting their access to an essential commodity.

#### Mining:

With all the minerals resources in Northern Ontario, it seems inconceivable that mining companies should have to use Canadian tax dollars to develop mines in foreign countries. As large companies hold rights to minerals which they do not have to develop for indefinite periods, it means that even large deposits which could be economically mined, are being held in reserve while the company works in foreign countries where labour is cheaper, and leave our North undeveloped. The government has placed strong restrictions on the exploitation of lands within or near municipal areas. Why could it not restrict in a similar manner, lands containing large mineral deposits?

#### Gasoline Prices:

Here is an interesting comparison. A bottle of booze may be bought in Toronto, Dryden, Thunder Bay or Nakina and the price (considering size and brand are the same in each place. A gallon of gas bought in each of the above areas is an entirely different matter. There may be a twenty cent difference or even more in the price from one place to another. The price difference, according to oil companies is caused by transportation. For a 9000 gallon



tank truck or railcar that figures to \$8.50 a mile. Yet the rate is , somebody is getting shafted. The price difference may be necessary in order that the operator in a small town may turn a profit. However, if that is true, then surely between the government, transportation services and the large oil companies, a solution should be found that would give a fair deal to the small town resident. As the situation stands, the small town resident is being penalized merely for living in a small town.

#### Transportation:

1. Express - As a business man I find freight rates so high that it is cheaper for me to drive to Thunder Bay and collect material rather than have it shipped down. One freight delivery company charges an extra \$7.50 for delivery to private residence within the town. This is on top of the regular rate which is \$8.35 minimum on any parcel. This means that a \$4.50 item may end up costing the homeowner \$20.35. It is enough to discourage anyone from using freight delivery services.

Delivery of material handled by CNR is exceptionally poor, for the express first goes to Long Lac where it is de-trained, then is trucked to Nakina. Delivery is so unreliable that some businessmen have stopped using CN altogether.

2. Train Travel - A few years ago, if one wanted to travel by train you simply went down to the station, bought a ticket, and boarded the train as it came through. Or, if a reservation or sleepter was required, you phoned the station and they would have everything ready for you at train time. There were no problems. Travel was simple and easy. Although the train was often crowded you had no worries for you knew that there was always space for one more.

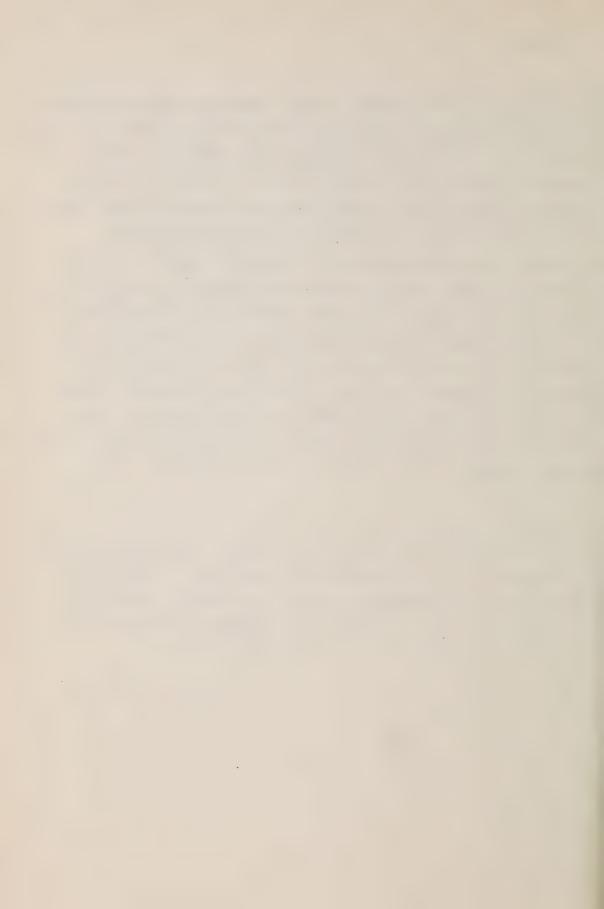
Today however, things are changed. CN steamlined reservations a few years ago in order to simplify operations. Now all is arranged out of Winnipeg or other reservation centres. Now it is almost impossible to get a sleeper unless you make your reservations months in advance, and even then you are unlikely to get what you want. However, if after much effort you do manage to get on the train, you are likely to find that there are many almost empty coaches



and hardly any of the sleepers in use. Seeing all that accommodation sitting empty, it is hard to accept that you may not use it. It is even harder to accept CN's tale of woe about passenger service falling off. If the service were made available to the public, the public would be only too glad to use it. However, in the past few years, passenger service has been so badly degraded that almost any other form of public transportation is to be preferred.

3. Road:- I hate to be a sarcastic, but it seems to be the only mode of address suitable to the subject of winter travel on Highway 584. That stretch of road between Geraldton and Nakina has to be the longest skate-a-thon route in the world. Praise must be extended to the Ministry of Transportation and Communications for the ingenious method they have of making rest-points. Simply allow vehicles to slide off the road and pack down the offending snow. Hopefully the Ministry will find a little sand in Northern Ontario so that they no longer have to import it from California. With a local sand supply more of that precious commodity could be sprinkled on the roads, so allowing them once again to be used for their original purpose.

Thank you for allowing me time to speak. I am but one of many, but I am sure that you will have heard and will hear again and again the same words. We in the North do not want much ... just a fair chance and an honest opportunity to grow and expand. We feel we have much to contribute to the life and economy of Canada, we ask only that we be permitted to make such contribution.



CAZØN Z1 -77N2Z

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

**BELL CANADA** 

### PRESENTED AT

PICKLE LAKE, ONTARIO

ON

**DECEMBER 5, 1977** 





THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

Exhibit Number

#### SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

Bell Canada 393 University Avenue 19th floor Toronto, Ontario M5G 1W9

#### PRESENTED AT

Pickle Lake

on

December 5, 1977

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT 416/965-9286 MANULIFE CENTRE
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No. 146

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SUBMISSION TO THE

ROYAL COMMISSION ON

THE NORTHERN ENVIRONMENT

December 1977

Bell Canada



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# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

#### SECTION I

#### INTRODUCTION

Bell Canada welcomes the opportunity to submit this brief to the Royal Commission on the Northern Environment. The contents respond primarily to the first of the three tasks outlined in the Order-in-Council creating the Commission - "to determine the effect on the environment of major enterprises north of the 50th parallel." In doing so, we used the widest possible definition of environment so that it includes "the social, economic and cultural conditions that influence the life of man or a community".

The territory covered by the Commissions' terms of reference includes all that north of the 50th parallel. In our operation this territory breaks down into two distinct and dissimilar segments.



The first segment extends northward to just beyond the 51st parallel and includes the Red Lake complex and Pickle Lake. This segment more closely resembles the majority of our non-metropolitan operating territory and is characterized by larger communities with some industrial or commercial base, close to other communities and to the more heavily populated areas to the south.

The second segment lies above the 51st parallel where the communities are quite small with no real industrial or commercial base, remote from each other and from the populated areas to the south.

The economic and social development of any area is dependent to a large degree on communications, and communications has been evolving north of the 50th parallel of Ontario for many years. Initially service was made available to areas of industrial or commercial activity close to the 50th parallel and along the railway lines. Then, in response to increasing economic activity and the identified needs of communities in the more remote areas, facilities were extended, gradually evolving into the major network in place today. To develop this network many unique challenges in planning and construction were overcome and large capital outlays were required.

In the succeeding sections of this brief, we hope to acquaint the Commission with the evolution of our present operation, identify our role in this territory as we see it, broadly outline some of our plans for the future and indicate some of our concerns.



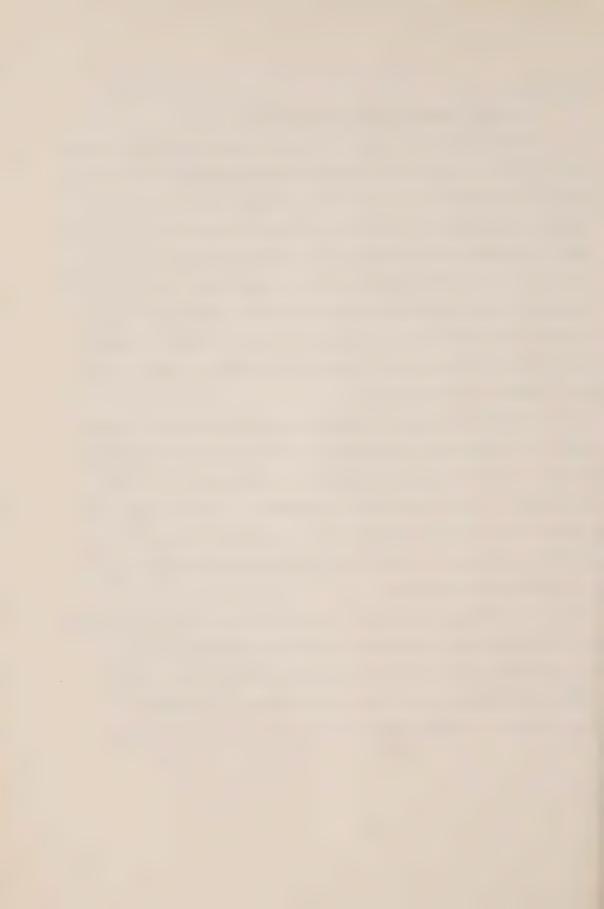
#### SECTION II

#### OUR ROLE NORTH OF THE 50TH PARALLEL

Bell Canada is a large privately-owned regulated company with a charter to provide telecommunications services in Ontario, Quebec and parts of the North West Territories. As such, the Company serves some 4.5 million customers through 937 exchanges, varying in size from The Metropolitan Toronto exchange with more than 1.75 million telephone numbers to the world's most northern exchange, Grise Fiord, operating 650 miles inside the Arctic Circle. And there are any number of small exchanges above the 50th parallel of Ontario - places such as Attawapiskat, Poplar Hill, Winisk, and Deer Lake.

Yet our commitment to provide service north of the 50th parallel is the same as elsewhere in the province of Ontario, despite the vast expanse of territory and in many cases, the remoteness of the communities to be served. Within practical limits it is our policy to meet all reasonable demands for service with a quality and scope generally equivalent to that provided south of the 50th.

We do this in spite of the fact we must charge identical rates for service regardless of the initial and ongoing cost of providing that service. To provide service in a remote community like Big Trout Lake, for example, is obviously more costly than a community of similar size in Southern Ontario.



Despite such economic realities, we clearly see ourselves as providers of telecommunications services in the north. Our involvement in this part of Ontario has been one of responding to identified reasonable needs whether those needs were the result of industrial or commercial development or the basic desire on the part of communities for communication service to enhance their economic, social or cultural position. Clearly too, the size of our enterprise has afforded us some flexibility in providing the capital investment required to meet reasonable requests for service without looking upon such investments as profitable ventures in themselves.

Our involvement north of the 50th is, we believe, firmly established and we will continue to meet our responsibilities to provide service in the future.

#### SECTION III

#### THE COMMUNICATIONS NETWORK - AN HISTORICAL OVERVIEW

Most of the early communities immediately north of the 50th had their beginnings with the advent of the railways or the development of a resource industry - mining, wood products, tourism and trapping. As the communities grew a need for telecommunications emerged. This need was met initially by small, independent telephone companies whose manual or magneto switchboards provided the local service requirement - for example, the Sioux Lookout Telephone Company in the early 30's, the Red Lake Telephone Company in the early 40's.



With continued growth and industrial expansion in these communities came a demand for improved telephone services.

The cost of converting service from manual to dial operation, however, and of providing better long distance facilities was too expensive for most of the smaller telephone companies thus causing them to amalgamate.

In the 1950's Norwesto Communications Ltd., and in the 1960's Northern Telephone Ltd., became active in this territory extending service to new mining communities and pioneering the application of radio technology to improve long distance facilities.

In the early sixties, a different need for service emerged. Religious organizations, established in remote isolated communities located in the territory between the 51st parallel and the James and Hudson Bay coast lines were supporting requests of the native people for basic telephone service to enhance their social and cultural development and provide communications to the south in cases of emergency.

In response to this, Bell Canada, in 1963, established dial telephone service at Big Trout Lake, Weagamow, Fort Severn, Winisk, Lansdowne House, Wunnummin Lake, Attawapiskat and Fort Albany. These were connected to the Ontario Northland Communications toll centre at Cochrane via their high frequency radio (HF) base station at Moosonee.



The following year, 1964, Northern Telephone Limited, established magneto exchanges in three more native communities, Pikangikum, Sandy Lake and Fort Hope, routing these to Kenora via their HF radio.\* In 1968, five of the original eight Bell Canada offices were rehomed on Kenora and in 1969 Bell Canada assumed control of the western operations of Northern Telephone Limited, including all offices above the 50th parallel. Soon after the three magneto exchanges were modernized with dial service. By 1973, all manual offices served by Bell Canada north of the 50th parallel had been converted to dial operation.

Bell was active in providing other communications services as well. In 1971, we, at the request of the Department of National Health and Welfare, engineered and installed a private HF system for the Remote Nursing Stations homing on the Department's own base station at Sioux Lookout.\*\*

Two problem areas still remained. Some of the remote native settlements were still without telephone service of any kind and the HF radio links, while providing basic service, fell far short of the quality and reliability desired to connect these communities to the world. In addition they had no capability for such other services as radio and television.

<sup>\*</sup> Appendix 3

<sup>\*\*</sup> Appendix 4



In 1974, as a first step in correcting this situation, Bell Canada replaced the HF radio link to Big Trout Lake with satellite facilities using leased channels on Telesat Canada's Anik satellite to connect with the toll centre at Thunder Bay.\*

Then, between 1975 and 1977, in a major plan to become known as The Remote Northern Project, Bell Canada added six exchanges and five toll stations, and participated in a joint venture with the Government of Ontario to make significant improvements to the long distance network. The details of this project are outlined in Section IV which follows.

#### SECTION IV

# THE REMOTE NORTHERN PROJECT 1975-77

In the early 1970's interest in Northwestern Ontario's communications needs was growing. The need for improvement was of particular concern to Bell Canada, the Government of Ontario, The Grand Council Treaty #9 and local Indian Bands and various other agencies representing government and the private sector.

Various seminars were held, studies made and reports issued. Significant among these, were two by Bell Canada and one by the Ministry of Transportation and Communications. These three reports are as follows: \*\*

<sup>\*</sup> Appendix 5

<sup>\*\*</sup> Copies of these Reports are available from Bell Canada or the M.T.&C. of the Ontario Government.



Bell Canada - "Far Northern Ontario Communications" - January 1971

Bell Canada - "Service Improvement Program - Far North" - September 1972

Ontario Government - Ministry of Transportation & Communications
"A Proposal for Improved Remote Area Telecommunications"
- January 1973

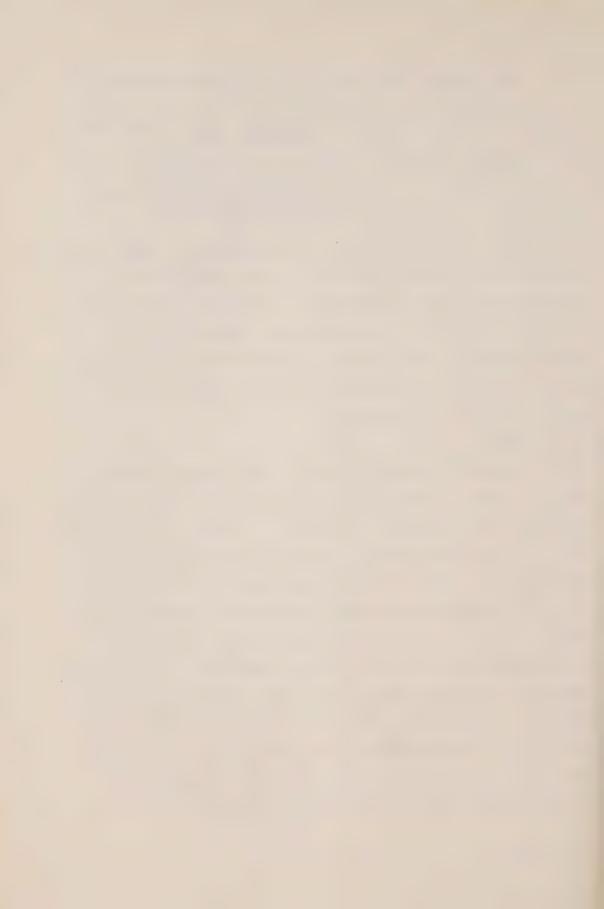
Then in May, 1973, Bell Canada sponsored a "Telecommunications Symposium - Far Northern Ontario", which brought together representatives from 10 agencies of the Federal and Ontario governments, as well as representatives from Ontario Hydro, Ontario Northland Communications, Northern Telephone Limited, and Bell Canada.\* As a result of this activity the Remote Northern Project was conceived.

## 1. Scope

The Remote Northern Project had two component parts. One, solely financed by Bell Canada added six new exchanges and five additional toll stations. The second, a jointly financed venture with the Ontario Government to improve long distance facilities was known as the Remote Ontario Communications Plan.

The Remote Ontario Communications Plan was designed to provide reliable facilities for long distance calls and a backbone structure for radio and T.V. service to link the larger communities in remote Ontario with the existing toll network to the south. This jointly shared portion of the project required \$16.1 million and called for the replacement of all HF Radio facilities used for long distance purpose with two backbone microwave radio structures plus leased satellite facilities.

<sup>\*</sup> Appendix 6



It should be noted, however, that some HF Radio still exists to handle calls originating from some 36 private systems using, in most cases, their own remote equipment.

The Bell Canada financed plan carried out simultaneously with the joint venture plan provided new dial exchanges at Poplar Hill, Deer Lake, Bearskin Lake, Kasabonika, Kingfisher Lake and Fort Hope, and five new toll stations as well as a television channel to meet CBC's northern service requirements for T.V. and Radio program transmission to Sandy Lake, Pikangikum and Big Trout Lake.

In total, the Remote Northern Project meant constructing 490 miles of microwave radio facilities, obtaining Telesat Canada leases for nine earth stations using 21 voice circuits, and improving long distance service to 20 remote communities north of the 51st.\*

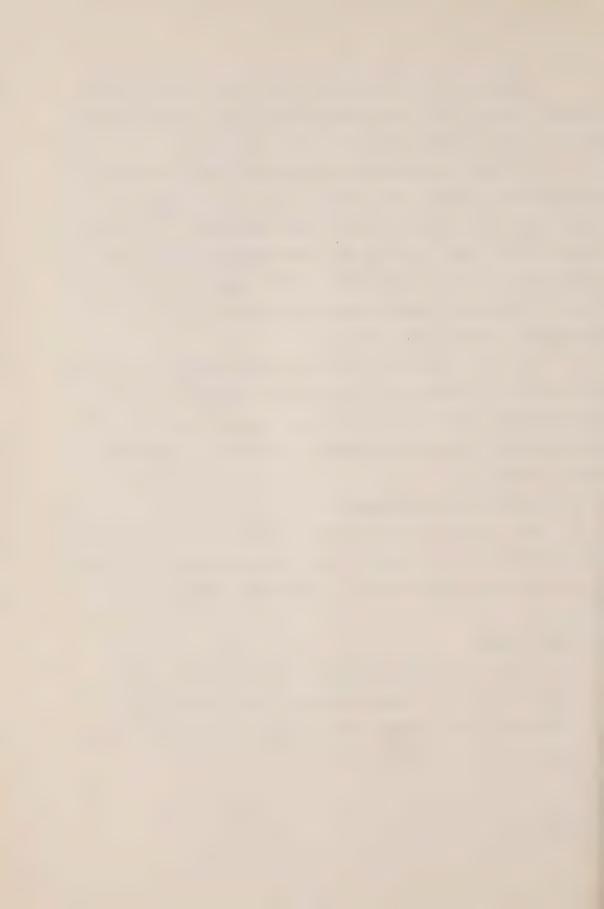
# 2. Construction Challenges

To accomplish this, and meet a deadline of December 1977 for completion of the project, many unique problems of planning and construction had to be met. Chief among these were the following:

# a) Path Testing

The lack of published information with respect to soil conditions, detail maps and survey data necessitated extensive aerial survey work and soil testing prior to the start of detailed planning.

<sup>\*</sup> Appendix 7



#### b) Towers

Due to construction costs, logistics problems and environmental concerns north of the 50th, we had to keep the number of radio hops to a minimum. This necessitated the erection of very high towers, three in excess of 500 feet. The soil testing information mentioned under path testing was vital to this phase of construction. Also, the short construction period - June to October each year - and the inaccessible locations of the towers presented construction difficulties.

## c) Logistics

Construction locations were almost entirely accessible by air transport only. Some 2000 tons of material had to be air lifted to the various construction sites by small fixed wing aircraft and helicopters. This logistics problem was further aggravated by forest fires and the demands of other large non-related projects such as sewage, water and airport construction.

#### d) Strobe Beacons

While standard tower lighting has been applied to all towers, strobe beacons were installed on two of the higher towers in accordance with Department of Transport requirements.

Additional beacons will be installed at other locations if experience indicates the towers interfere with the flight patterns of migratory birds.



e) Relationship with the Indian community

The project was carried out in territory under the jurisdiction of the Grand Council Treaty #9 Indians and we feel our relationships with them were improved, due, in good part, to our informational program. Prior to the start of construction, we outlined to the native people the magnitude of the project. Emphasis was placed on the environmental impact, employment opportunities and the overall benefit of a reliable communication system. This community relations endeavour was accomplished by means of an audio-visual package in both Cree and Ojibway and presented on site prior to the arrival of our contractors.

Planning the project took up much of 1975 with the outside work carried out, as mentioned, mainly between the months of June and October in 1976 and 1977. Despite this short season and the challenges outlined above, the project is within its budget and on schedule except for one location. This one exception is Weagamow which must be delayed, because of the lack of power facilities, until the spring of 1978.

# 3. The Costs and Funding

By the terms of an agreement reached June 25, 1975, the cost of constructing the terrestrial radio system was shared equally by the Government of Ontario and Bell Canada. In addition, Bell Canada absorbed the full cost of providing the six local dial exchanges, radio and T.V. channels, as well as the lease cost of providing the transmission and receiver facilities located in the satellite, (known as a thin route transponder), and the facilities required to transmit messages



from the earth station at Allan Park, Ontario, (north of Kitchener), to the toll centre at Thunder Bay.

The Government of Ontario provided a one-time grant of \$1.8 million to Bell Canada to partially defray the cost of leasing channels from Telesat Canada over the next three years. These channels were required to provide the satellite services.

Total expenditures for the Remote Northern Project is outlined below.

Government share-microwave portion	\$5.8M
- satellite grant	<u>1.8M</u>
Total Government Share	\$7.6M
Bell Canada share-microwave portion	\$6.7M
-satellite equivalent	<u>1.8M</u>
Bell Canada - total share	\$8.5M
Total Cost - Remote Ontario Plan	\$16.1M
Associated Projects - Bell Canada Funded (19	75-77)
New exchanges	\$1.4M
Radio and T.V.	4M

Total Costs - Remote Northern Project (1975-77)\$17.9M



#### SECTION V

## SOME FINANCIAL CONSIDERATIONS

In attempting to identify and analyse the financial aspects of operating north of the 50th, we have distinguished between those communities along the 50th which more closely resemble the majority of our rural exchanges and the small remote communities north of the 51st parallel which have no real commercial or industrial base.

Also, it should be recognized that our operating district boundaries do not coincide with the boundaries of the territory with which the Commission is concerned and therefore, of necessity, some of the figures used are our best estimates. In all cases, we believe them to be fair and reasonable.

Our investment in plant (land, buildings, towers and equipment) north of the 50th parallel represents our commitment to customers in this territory. It has more than doubled in the past three years to reach approximately \$21.6 million by the end of December, 1977. Added to this is the \$5.8 million of Ontario government grants under the Remote Ontario Communications Plan, so we are currently administering an asset base worth approximately \$27.4 million. Of this amount about \$15 million, (which includes the \$5.8 million grant) represents the cost of facilities and equipment for the remote segment north of the 51st parallel.

We serve approximately 5,000 residence and business customers in the total territory under review by the Commission but only about 800 are located in the remote segment.



From these figures it is apparent that the capital investment per customer necessary to provide service in the total area is substantial. Further it is evident that this investment per customer increases dramatically when applied to the northern segment alone.

The same pattern exists with respect to expense. Total operating expenses, less interest and depreciation, north of the 50th, are estimated at \$2.7 million for the year 1977. Of the amount, almost \$1.8 million is for the remote segment.

Over \$750,000 is required annually to pay for the satellite leases alone. On a per customer basis this equates to \$540 for the whole territory north of the 50th, increasing dramatically to \$2250 when related to service north of the 51st alone.

Revenue is extremely difficult to apportion to a specific territory because long distance traffic does not necessarily originate and terminate within that territory. As well, services used within the territory may well be billed to an address outside and vice versa. However, annualizing the total amount billed in this territory to residence and business customers in September 1977 and adding an allowance for service billed outside, produced an estimate of \$2.9 million.

This amount barely covers the operating expense of \$2.7 million noted above. When interest and depreciation on the \$21.6 million investment is taken into account it can easily be seen that operating north of the 50th is not, of itself, a profitable venture.



It becomes clear, therefore, that to provide service north of the 50th, an enterprise must be financially viable in total.

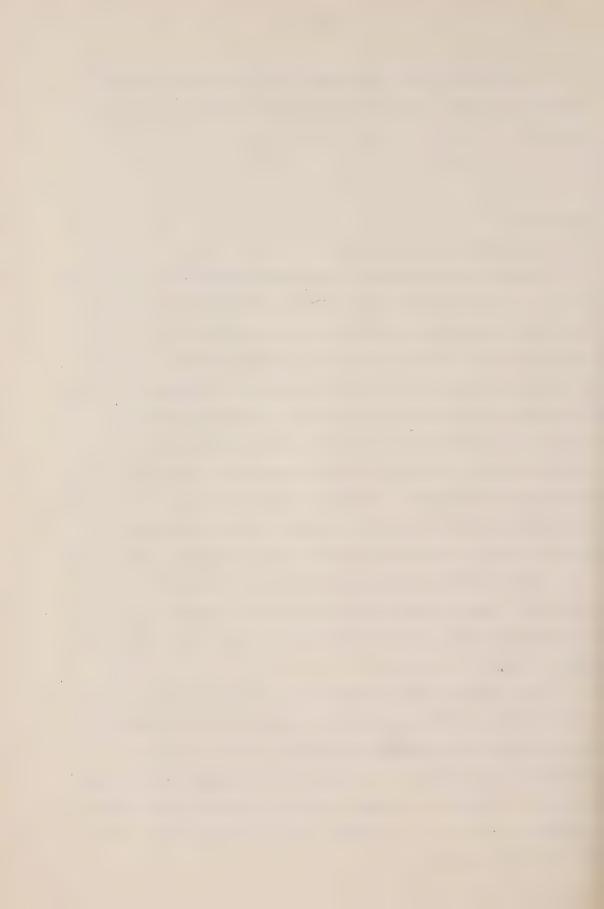
## SECTION VI

## EMPLOYEES AND PAYROLL

Because our operations are highly mechanized we do not require a large permanent staff north of the 50th parallel. A total of 10 Plant employees work at maintenance centres at Ear Falls, Red Lake, Pickle Lake, Sioux Lookout and Big Trout Lake. An average of two or three additional people from our main base at Thunder Bay are usually in the area providing assistance as required. In addition, 11 native people are employed at our remote exchange locations to act as agents for plant maintenance and collection purposes. Including casual contract labour hired from time to time, the annual payroll directly associated with this territory on an ongoing basis is approximately \$300,000.

Sixty toll telephone stations are located in this territory. Ten of these are manned by native people who work on commission basis and the balance are operated by owners of lodges, camps or companies.

Our biggest contribution to employment in this territory occurred during the construction of facilities associated with the Remote Ontario Communications Plan. Our Real Estate department, responsible for towers and buildings employed some 340 people during the two year construction period resulting in a payroll of about \$1.75 million. Of the 340 employed, about 200 were native people.



In addition to the payroll mentioned above a further \$2.2 million was directed to the local economy as follows:

1.	Contracts	with	Indian	Bands	\$	20,000
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2.	Local	Purchases	\$	460	,000
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4. Air Transport Service \$1,500,000

The installation of the switching, transmission and radio equipment was carried out almost entirely by outside contractors. However, short term job opportunities for some 50 native people did materialize at several of the remote locations.

Over the years we have hired native people wherever this was possible and a greater emphasis to recruit and train native people could well produce positive results.

## SECTION VII

# PLANS FOR THE YEARS AHEAD

The communications network that will be in place north of the 50th on completion of the Remote Northern Project is, we feel, a good network from the standpoint of both quality and scope. It is not a static thing, however, and must be expanded and modified to meet new requirements. Requests for service north of the 50th will be treated essentially the same as those in other parts of our operating territory and our present planning is directed towards meeting this responsibility.



Service in existing locations will be extended to meet growth as it develops and modernization of existing equipment will continue. Service will be extended into new areas as the demand becomes known.

Plans are now complete to provide initial or improved telephone service to ten Indian villages within the jurisdictional boundaries of Grand Council Treaty #3 and the Robinson - Superior Treaty. These villages lie along each side of the 50th parallel and at present are either unserved or provided with Exchange Radio Telephone Service\* (ERTS) or toll telephone. Full service will be established either by a new telephone exchange located in each village or by connection to an existing remote exchange by a new technology known as SRS - Subscriber Radio Systems. This project will cost roughly \$3.5 million and is planned for implementation over the next three years. Initial Bell Canada funding has been budgetted and the first of these new services could be provided as early as 1978.

In the remote north, beyond the 51st parallel in Treaty #9 territory, new communities have been formed and are requesting service. Some are large enough to require the establishment of new exchanges, others may be provided with toll station service. Some communities, now with toll station service, have grown and want upgrading to exchange service. Planning activity is now underway to determine what action must be taken in this whole area in what might be termed phase two of our Remote Northern Project. Costs for this are estimated in the order of \$7.0 million over a time frame of three to four years.

<sup>\*</sup> Appendix 8



The planning above is related to things we "must do". Some of our plans involve things we "would like to do".

The availability of capital dollars creates the difference.

Our first "would like to do" project relates to the closing of the loop on our two microwave routes running north out of Pickle Lake and Red Lake. Construction of the additional radio hops necessary to accomplish this would be expensive - possibly \$5 to \$6 million, and so the project will take its priority behind the more urgent service plans. Completion of the project would allow us to provide much needed diversity for our backbone facility.

Some plans for the future use of our backbone microwave facility depend on the initiation of projects by others. The radio and T.V. potential of this system has yet to be used to any great degree. Its broadband capability awaits the call from industry should the discovery of gas or oil, new mines, or the construction of pipelines make this a necessity.

In summary then, we have a solid network facility in place. Our future plans call for its extension and diversification to meet the service requirements north of the 50th parallel.

# SECTION VIII

#### OUR CONCERNS

As a company operating a business requiring great amounts of capital and much planning and construction, we are used to encountering problem situations which make our job more difficult.



Some problems exist quite naturally and are taken in stride - one cannot remove them so one resolves them. Some examples of this are the short construction season in the north - you incorporate this in your scheduling; the remoteness of construction location - you establish on site base camps; the lack of highways - you employ the most economic alternate means of transport.

In our operation in the north, however, we have encountered other problems which are not so spectacular but in many ways are harder to overcome.

Some we feel could be eased or removed for the benefit of all who choose to operate in this territory. It is with this objective in mind that we bring the following situations to the attention of this Commission:

north of the 50th. This creates a real problem in communications. There are government agencies, Federal and Provincial, Grand Councils, local Indian Band Councils, and agencies representing Band councils. Each we are sure have their specific duties and assignments - our concern is not with that, but rather with the difficulty it presents in obtaining complete information, determining priorities and coordinating projects. It is sometimes quite difficult to determine whether the end objective of each agency is common.



- 2. The availability of community power is a continuing major concern. Except in those few locations where community power has been provided by the Federal Department of Indian Affairs & Northern Development (DIAND) a source of continuous, metered AC power is not available. The DIAND electrification program appears to have slipped and there is little presence of Ontario Hydro in the territory. Where special arrangements have been made to provide telecommunications power the ongoing costs are extremely high in that Ontario Hydro requires total recovery of all operating and maintenance costs from Bell Canada, or Bell Canada and Telesat Canada.
- 3. The last concern is that of understanding. This refers mainly to the remote operation though it pertains in some degree along the 50th. It may be that Bell Canada has not at all times perceived the real requirement of the native people, or completely understood their social needs, their demographic problems or their politics. On the other hand, it must be understood that Bell Canada has many obligations throughout the entire territory it serves. Capital is not available for all projects at any one time and priorities must be established. Some projects, of necessity, must be delayed. It is in this area that a better working understanding must be established so that the highest priority projects are completed first. The recent establishment of a Bell Canada position, Manager - Northern Affairs, with an office in Thunder Bay, will, we hope, help improve understanding.



#### SECTION IX

#### CONCLUSION

We hope the foregoing information will be of value to you in considering future goals and aspirations of the north.

The Company is pleased to have been invited to submit this brief outlining the history of our involvement in the north and the evolvement of our present day communications facilities serving the people who live there. We hope the services we have provided, either alone or in concert with the Government of Ontario, have brought major benefits to the people of this vast but remotely-populated region.

As for the future, we intend to continue being the provisioners of good telecommunications services and to this end, are committed to providing service using essentially the same established priority considerations that determine the provisioning of service in any other location throughout our territory in Ontario.

The Commission may be assured that we recognize the vastness of the task before them, and will be pleased to make further contributions to their studies if requested to do so in the months ahead. We look forward to reading what we firmly believe will be an important and significant final report.

Thank you.



# BELL CAMADA EXCHANGES NORTH OF THE 50th PARALLEL DECEMBER 1977

LOCATION	SWITCHING EQUIPMENT	ESTIMATED MAIN STATIONS (Dec. 1977)	TOLL FACILITY	TOLL CENTRE
nstrong	SA1	102	O.W. Carrier	Dryden
pawapiskat	NJ-92	20	H.F. Radio	Cochrane
Lmertown	SA-l	372	7 GHz Radio	Thunder Bay
arskin Lake	NJ-92	51	2 GHz Radio	Thunder Bay
g Trout Lake	SXS	129	2 GHz Radio	Thunder Bay
ap Robinson	Rurax	63 -	7 GHz Radio	Thunder Bay
chenour	Rurax	270	7 GHz Radio	Thunder Bay
er Lake	NJ-92	39	7 GHz Radio	Thunder Bay
r Falls	SA-I	651	7 GHz Radio	Thunder Bay
ot Albany	SES	57	H.F. Radio	Cochrane
ot Hope	Rurax	102	Satellite	Thunder Bay
ort Severn	NJ-92	42	Satellite	Thunder Bay
ulson	SXS	145	N Carrier	Dryden
aabonika	NJ-92	58	Satellite	Thunder Bay
ahechewan	SXS	71	H.F. Radio	Cochrane
igfisher Lake	NJ-92	36	2 GHz Radio	Thunder Bay
asdowne House	NJ-92	47	Satellite	Thunder Bay
asen	Rurax	85	7 GHz Radio	Thunder Bay
lina	SXS	287	O.W. Carrier & 2 GHz Radio	Thunder Bay



LOCATION	SWITCHING EQUIPMENT	ESTIMATED MAIN STATIONS (Dec. 1977)	TOLL FACILITY	TOLL CENTRE
kangikum	SXS	95	7 GHz Radio	Thunder Bay
ckle Lake	SA-l	258	2 GHz Radio	Dryden
oplar Hill	SXS	20	7 GHz Radio	Thunder Bay
ld Lake	SA-l	907	7 GHz Radio	Thunder Bay
ady Lake	Rurax	127	7 GHz Radio	Thunder Bay
arant Lake	NJ-92	64	2 GHz Radio	Dryden
bux Lookout	N5-1	1552	N Carrier	Dryden
(egamow	Rurax	80	H.F. Radio*	Kenora
'in <b>i</b> sk	NJ-92	28	Satellite	Cochrane
unummin Lake	NJ-92	59	2 GHz Radio	Thunder Bay

Satellite toll facilities will be available Spring 1978.

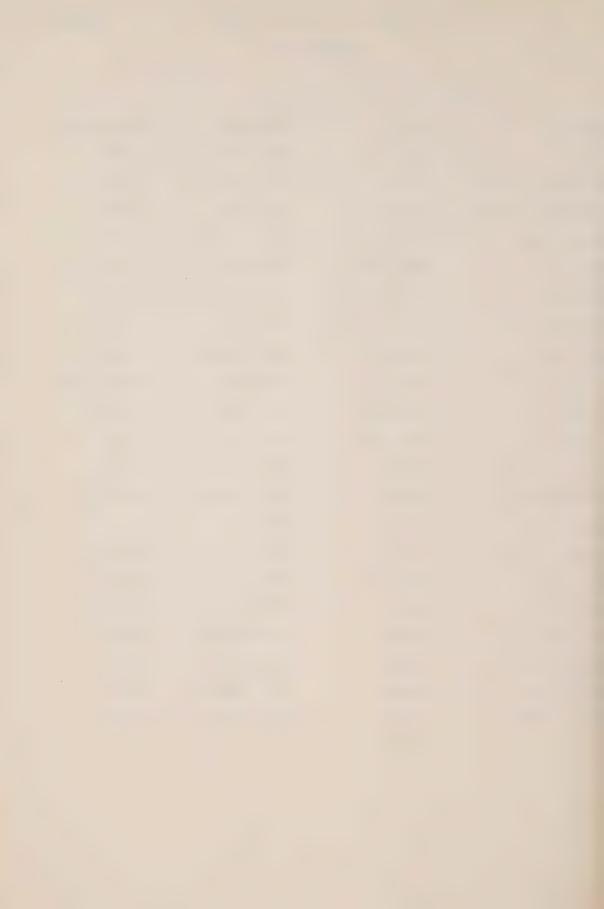
DE 1: An additional exchange will be opened in the Spring of 1978.

ebquie Rura	x 64	Satellite	Thunder	Bay
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### DECEMBER 1977

LOCATION	TYPE	FACILITY	TOLL CENTRE
Alcona	Public	CNR CXR	Dryden
Allanwater Bridge	Public	CNR CXR	Dryden
Allanwater Bridge	Puclic	CNR CXR	Dryden
Attwood Lake	Private	H.F. Radio*	Kenora
Auden	Public $\emptyset$	CNR CXR	Dryden
Balmer Lake	Private	H.F. Radio*	Kenora
Barrington Lake	Public	CNR CXR	Dryden
3irch Lake	Private	H.F. Radio*	Kenora
Cat Lake	Public	Satellite	Thunder Bay
; lat Lake	Private Ø	H.F. Radio*	Kenora
Collins	Public Ø	CNR CXR	Dryden
Collins	Public	CNR CXR	Dryden
onald Lake	Private	H.F. Radio*	Kenora
'arlane	Public	CNR CXR	Kenora
erland	Public	CNR CXR	Dryden
host River	Public Ø	CNR CXR	Dryden
host River	Public	CNR CXR	Dryden
rassy Narrows	Private	H.F. Radio*	Kenora
eathcote Lake	Public	CNR CXR	Dryden
ewitt Lake	Private	H.F. Radio*	Kenora
apkichi Lake	Private	H.F. Radio*	Kenora



Keezhik	Private	H.F. Radio*	Kenora
Lac Seul	Private	H.F. Radio*	Kenora
Latreille Lake	Private	H.F. Radio*	Kenora
McDougall Mills	Public	CNR CXR	Dryden
McDowell Lake	Public Ø	Microwave Radio	Thunder Bay
Makokibatan Lake	Private	H.F. Radio	Kenora
Marshall Lake	Private	H.F. Radio*	Kenora
Metcalfe Lake	Private	H.F. Radio*	Kenora
Mile 42	Private	H.F. Radio*	Kenora
Mud River	Public	CNR CXR	Dryden
Muskrat Dam	Public	Satellite #	Thunder Bay
North Spirit	Public Ø	Microwave Radio	Thunder Bay
Ogoki	Public Ø	Satellite	Thunder Bay
Jgoki	Private	H.F. Radio*	Kenora
)naman Lake	Private	H.F. Radio*	Kenora
)nepine Lake	Private	H.F. Radio*	Kenora
<sup>o</sup> agwa River	Public Ø	CNR CXR	Thunder Bay
langer Lake	Private	H.F. Radio*	Kenora
lobinson	Public	CNR CXR	Dryden
loderick Lake	Private	H.F. Radio*	Kenora
loot Lake	Private	H.F. Radio*	Kenora
ound Lake	Private	H.F. Radio*	Kenora
abourin Lake	Private	H.F. Radio	Kenora
achigo Lake	Public Ø	H.F. Radio Satellite #	Kenora Thunder Bay

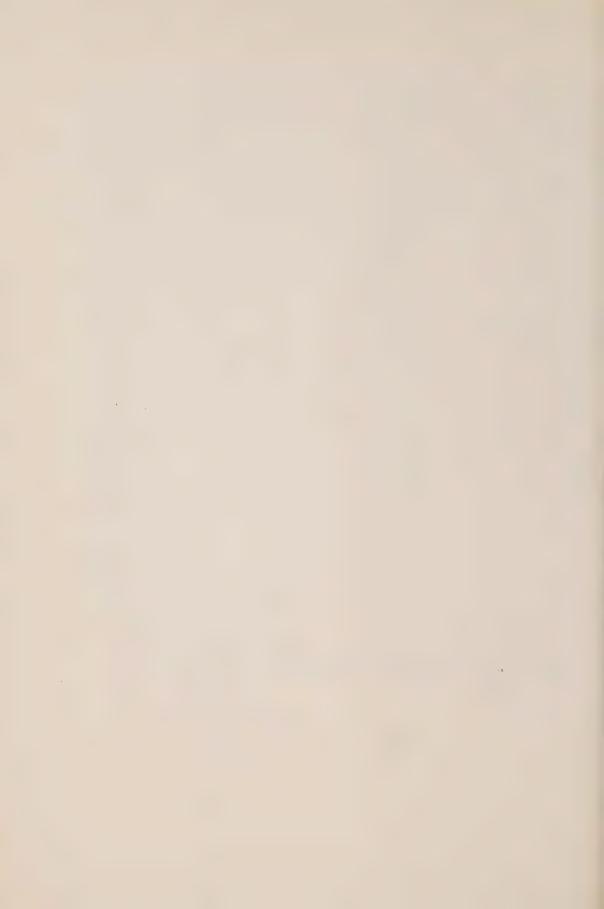


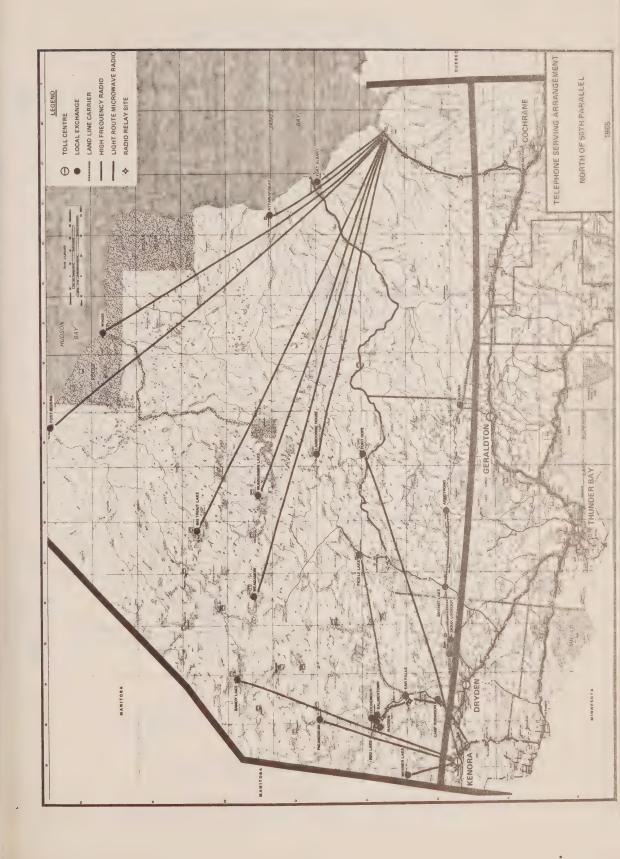
Sioux Lookout	Private	H.F. Radio*	Kenora
Skuirt Lake	Private	H.F. Radio	Kenora
Slate Falls	Public	Satellite $\emptyset$	Thunder Bay
Spoonbill Lake	Private	H.F. Radio*	Kenora
Spoonbill Lake	Private	H.F. Radio*	Kenora
Stull Lake	Private	H.F. Radio*	Kenora
Summit Lake	Private	H.F. Radio*	Kenora
Uchi Lake	Private	H.F. Radio*	Kenora
Upper Goose Lake	Private	H.F. Radio*	Kenora
Walmersville	Private	H.F. Radio*	Kenora
Webequie	Private	H.F. Radio*	Kenora
Werner Lake	Private	Microwave Radio	Kenora
West Deer Lake	Private	H.F. Radio*	Kenora
Wiebenville	Private	H.F. Radio*	Kenora
Zeemel Lake	Private	H.F. Radio*	Kenora

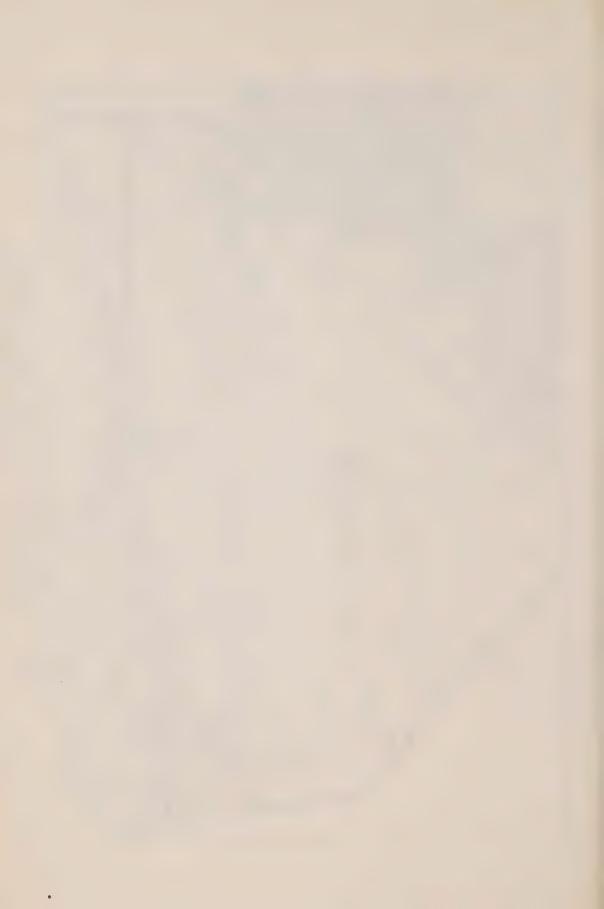
Customer Owned Equipment

<sup>#</sup> Satellite Facilities are installed at these two locations but not being utilized

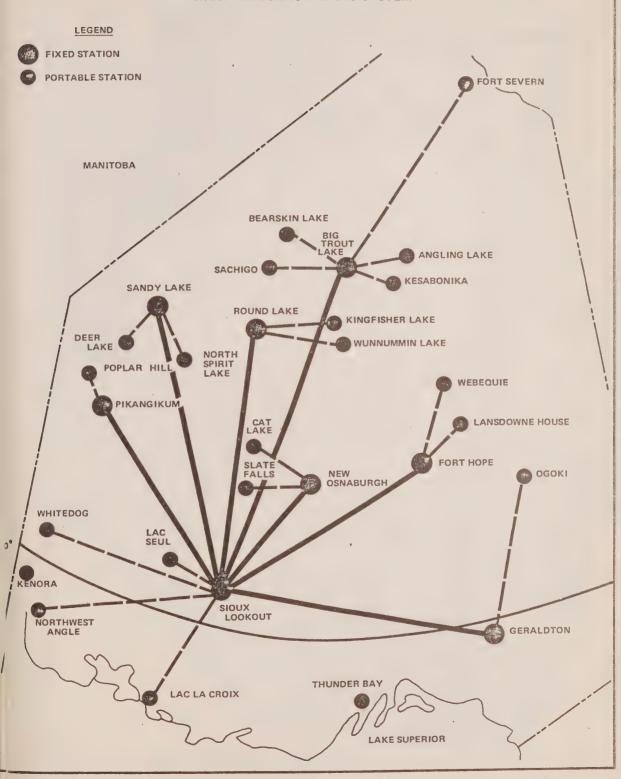
Indian Agent



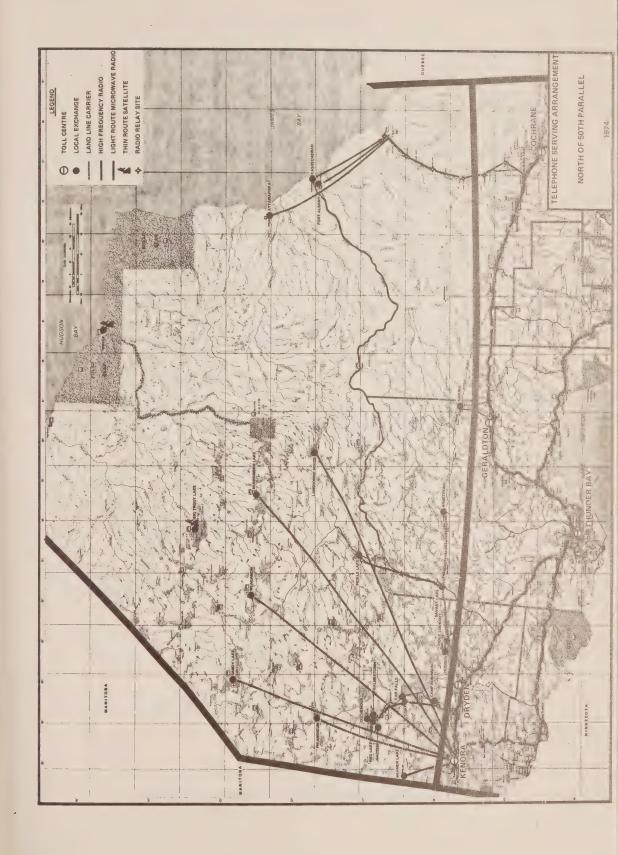




# HEALTH AND WELFARE CANADA HIGH FREQUENCY RADIO SYSTEM









## TELECOMMUNICATIONS SYMPOSIUM

#### 1st and 2nd May, 1973

#### OTTAWA

#### LIST OF CONFEREES

Communications Canada

Department of Transport

Health and Welfare Canada

Department of Indian and Northern Affairs

Department of the Environment

Ministry of Transportation and Communications

Ontario Hydro

Ontario Northland Communications

Northern Telephone Limited

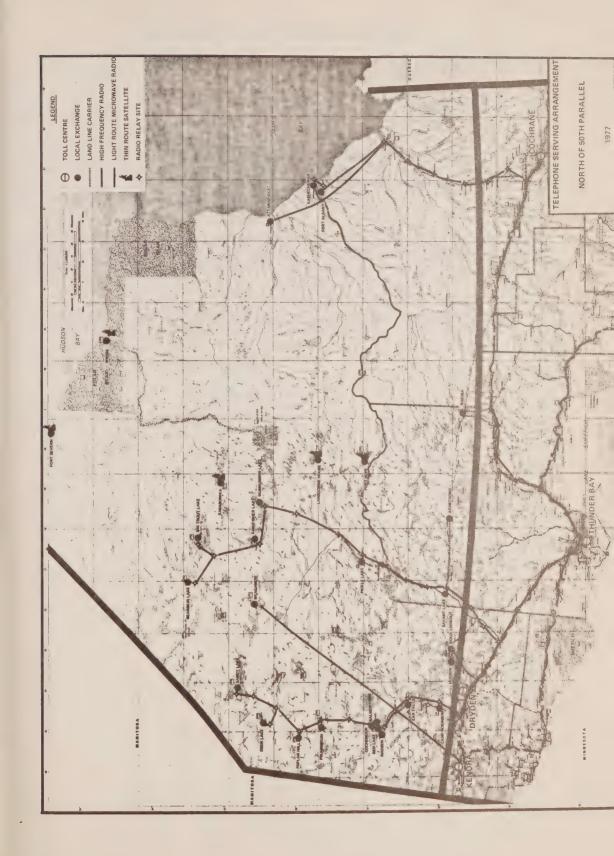
Ministry of Community and Social Services

Ministry of Treasury, Economics and
Inter-Governmental Affairs

Ministry of Government Services

Bell Canada







#### EXCHANGE RADIO - TELEPHONE SERVICE

#### Description

Exchange Radio - Telephone Service, a Tariff offering, is a means of providing multi-party service by radio to subscribers, who due to their remoteness from wire line plant would otherwise have no connection to a telephone exchange.

The provision of Exchange Radio - Telephone Service is normally confined to an area with a maximum airline distance of not more than 20 miles from the serving exchange.

#### LIST OF EXCHANGE WITH ERTS (ABOVE THE 50TH PARALLEL)

Armstrong

Camp Robinson

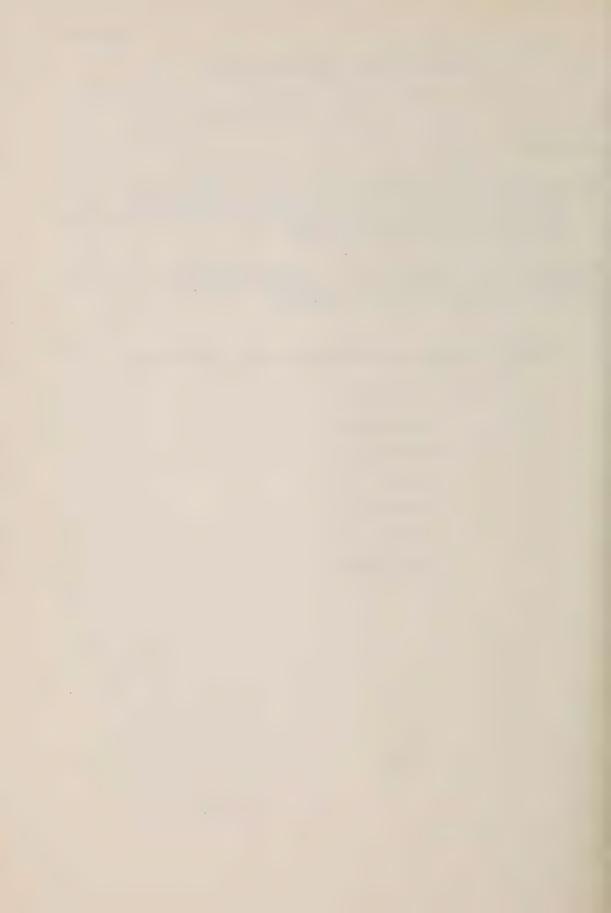
Ear Falls

Nakina

Red Lake

Savant Lake

Sioux Lookout



CA2ØN Z1 -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

STEEP ROCK IRON MINES LIMITED

## PRESENTED AT

PICKLE LAKE, ONTARIO

ON

**DECEMBER 5, 1977** 





ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



Exhibit Number

SUBMISSION TO

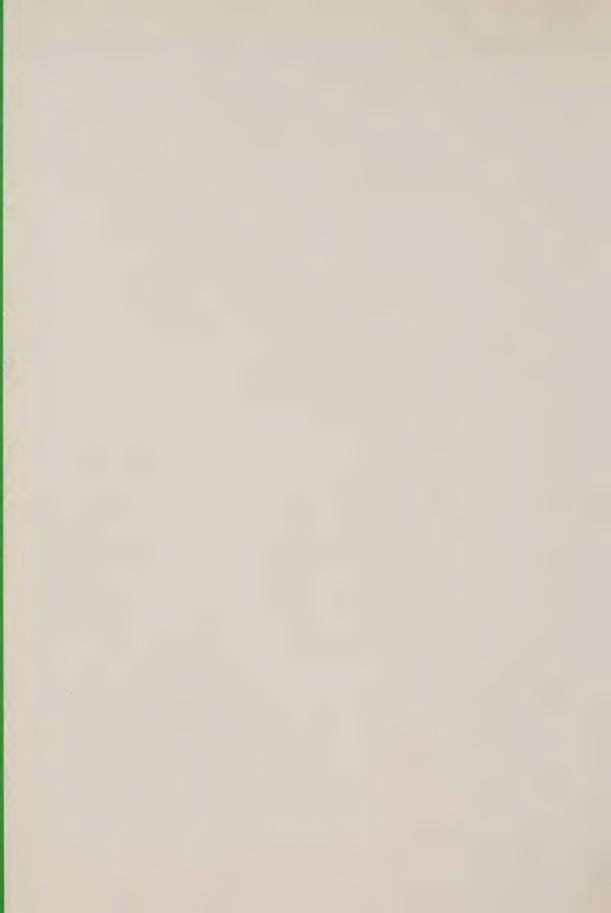
THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

STEEP ROCK IRON MINES LIMITED ATIKOKAN, ONTARIO POT 1C0

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977



No. 147

STEEP ROCK IRON MINES LIMITED Atikokan, Ontario

Royal Commission on the Northern Environment This exhibit is produced by

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To be Presented to

THE ROYAL COMMISSION

ON THE

NORTHERN ENVIRONMENT

Pickle Lake, Ontario
December 5, 1977



Steep Rock Iron Mines Limited appreciates this opportunity to present a brief to the Royal Commission on the Northern Environment.

The Commission has defined "environment" as "to include not only the natural environment but also the social, economic, and cultural conditions that influence man and the life of man or a community". Using this definition, it is our belief that your Commission can benefit from a review of the history of our Company and the town of Atikokan over the last 38 years as an example of what is possible in our Northern Environment. We will also comment on the current state of the Iron Ore Industry in Ontario and the outlook for the future.

## What is Steep Rock Iron Mines Limited?

Steep Rock Iron Mines is a Canadian corporation, incorporated in 1939, and is engaged in the mining and pelletizing of iron oxide ore at Steep Rock Lake, near Atikokan, Ontario.

In 1975, Canadian Pacific Investments Limited acquired a 68% interest in Steep Rock Iron Mines.

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In addition to the deposits at Atikokan, Steep Rock also owns a large magnetic iron oxide deposit at Lake St. Joseph, and can obtain an option on an iron oxide property at Bending Lake.

Steep Rock employs approximately 600 people, and in 1977 will produce 1.3-million tons of iron oxide pellets.

# History of Steep Rock Iron Mines Limited

The orebodies of the Steep Rock Iron Range were discovered in 1938 by Julian Cross, a geolgist, prospector, onetime professor of mineralogy, and native of Port Arthur. Cross was successful in interesting mining executive Joseph Errington, who with his associate General Donald Hogarth provided the initial financing to complete exploration drilling and sink a small shaft. Initial attempts to mine the orebody by underground methods failed because of heavy inflows of water.

World War II, and a shortage of iron ore and steel for the war effort provided the incentive to mine



the iron ore beneath Steep Rock Lake. An initial \$5-million loan from the Reconstruction Finance Corp., a U.S. government agency, along with an additional \$2½-million infusion of capital by private interests headed by Cyrus S. Eaton, provided the capital to proceed with the huge Seine River Diversion Project that diverted a river around Steep Rock Lake. The lake was then pumped out, lake-bottom overburden removed, and the first ore was mined in 1944.

The ore, a hematite-goethite-limonite ore, has been mined over the years chiefly by open pit methods, although some two-million tons were mined from the Errington Underground mine. A total of 46.0-million tons of ore has been shipped by Steep Rock to date, while an additional 34.5-million tons has been mined on the "C" orebody leased from Steep Rock by Caland Ore Company Limited, a wholly-owned subsidiary of Inland Steel Company of Chicago.

Because of changing technologies in the iron and steel industries, direct-shipping iron ore of the type mined by Steep Rock became less desirable by the early 1960's. Hence, Steep Rock obtained financing to

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Steep Rock Diversion was constructed, and 15 years after the dredging was completed, it is evident that while the environment was temporarily disturbed and altered, it was not poisoned or permanently destroyed. In fact, the thousands of tourists and local residents who fish in Marmion Lake, Finlayson Lake, the West Arm of Steep Rock Lake, and the Seine River attest to the fact that some of the areas that were disturbed the most are now the most productive for game fish.

The Steep Rock Lake Diversion project in 1943 effectively isolated Steep Rock Lake (beneath whose waters lay the rich iron ore deposits of the Steep Rock Range) from the Seine River System. By diverting the Seine River from Marmion Lake through Raft Lake and Finlayson Lake to the north and west of Steep Rock Lake, it was possible to isolate Steep Rock Lake by a series of dams, pump out the lake, and mine the iron ore at the bottom.

In order to do this, Finlayson Lake and Raft Lake, 35 feet higher in elevation than Marmion Lake, had to be lowered. Finlayson was lowered through a tunnel at the south end of the lake, and Raft Lake by pumping.

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Massive rock cuts were then excavated between Marmion, Raft, and Finlayson Lakes, and at the south end of Finlayson a rock cut known as the Esker Cut was excavated. The Raft Lake Cut is 1800 feet long, 100 feet wide, 80 feet deep, and required the excavation of 1.2-million cubic yards of rock and overburden.

The Esker Cut is 1900 feet long, 200 feet wide, and up to 140 feet deep. A total of 1.25-million cubic yards of gravel was excavated, as well as 60,000 cubic yards of rock.

Finlayson Lake, through which the Seine River now flows, is today one of the most productive pickerel fishing lakes in the area, and a favourite recreation spot for local residents.

Dredging of the lake bottom silts at Steep Rock Lake was carried out on a relatively small scale from 1944 to 1950. There was very little discolouration of the Seine River resulting from this operation.

When large-scale dredging operations started in 1950, the dredge spoil was dumped into the West Arm of Steep Rock Lake. Discolouration of the Seine River as

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far west as Rainy Lake necessitated the construction of the Western Diversion in 1952, that left the West Arm as a settling basin. Over 120-million cubic yards of overburden (clay and gravel) were pumped into the West Arm. During the development of the "C" orebody by Caland Ore Company Limited, an additional 160-million cubic yards were pumped into settling basins in Marmion Lake.

The West Arm of Steep Rock Lake today has a reputation as a good pickerel and pike fishing area. Because of the shallow water in the dredge spoil area, and because it lies within a few hundred feet of the mine, it has become a sanctuary for migratory birds. During the spring and fall, ducks and geese can be found feeding and resting up for their long flights to their winter or summer homes.

In spite of the discolouration of the Seine River during the spring of 1951, there has not been any permanent damage to the system because of the dredging at Steep Rock. The river is still a favourite spot for local and tourist fishermen. In fact any decline in the fish population is probably due to overfishing rather than pollution from the mines.

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The point of this description of the early

Steep Rock development projects is to show that, properly controlled, massive disruptions of the environment need not have a long-term, negative effect. The fact that the Atikokan area, including the very areas that were disturbed by the diversions and dredging is not only prime vacation area for thousands of tourists and fishermen, but also a favoured home for 6,000 residents of Atikokan, indicates that development of mineral resources, and enjoyment of our Northern Ontario environment can exist together.

### Current Operations at Steep Rock

At the present time, Steep Rock employs about 600 people. The total excavation from the open pit mine is in excess of 7.0 million cubic yards per year. The iron ore from the mine is crushed, dried, and ground to the fineness of face powder before pelletizing. Our major annual expenditures include the following:

Labour	\$12,500,000
Natural Gas	\$ 5,400,000
Electricity	\$ 2,900,000
Rail Freight	\$ 4,700,000
Equipment Parts	\$ 4,600,000
Fuel Oil & Gasoline	\$ 1,200,000

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Of the 600 employees at Steep Rock, 450 are hourly and 150 are on staff. The workforce at Steep Rock has been very stable over the years, with annual turnover ranging from 22 to 34 percent. This is considered to be very low for northern mining companies. More significant, perhaps, is the statistic that retention rate (that is the number of employees on the workforce at the end of the year who had been employed at the first of the year as a percentage of total employees) is slightly over 80% for the past three years.

Although the average age of the Steep Rock workforce has been dropping slowly for the past few years, a
large portion of the workforce is made up of older workers;
the over 30's, many of whom own their own homes in Atikokan
and have established roots in the community. Forty-four
percent of our employees have 10 or more years of service.

Atikokan is the home of Steep Rock employees and their families. It is located 130 miles west of Thunder Bay and 100 miles south of the 50th parallel. It has grown from a small operations centre for the CNR to a modern, fully serviced community. Included in the town facilities are 13 churches, one high school, 6 elementary

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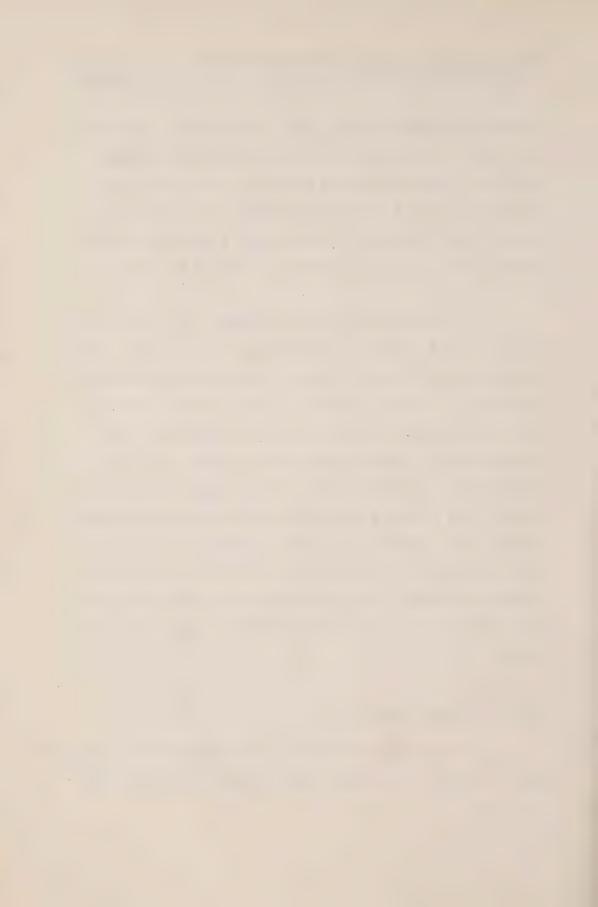
schools, an indoor swimming pool, a community centre (including a nine-hole golf course and six-sheet curling rink), an indoor arena with artificial ice, one newly constructed 25-bed hospital, ski club, and many other recreational facilities. It also has a well diversified shopping area. It is a good town in which to live.

Unfortunately the ore reserves at Atikokan are being depleted. Caland has announced that it will terminate operations in 1980 or 1981. Steep Rock will probably complete its current operation in 1979, but we are hopeful that we can extend our life by developing an iron oxide deposit at Bending Lake, 40 air miles north-west of Atikokan. Jointly with The Algoma Steel Corporation we have been studying and doing test work on this project for the last 18 months. If this project proves to be feasible, then we will be able to continue to operate at current production levels for more than another 20 years. The evaluation of the project should be completed early in 1978.

# Lake St. Joseph Property

Steep Rock also owns a large magnetic iron oxide deposit located on the south shore of Lake St. Joseph, 190

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miles north, north-west of Thunder Bay. This deposit is in the Patricia Mining Division and is approximately 56 air miles north of Savant Lake on the CNR, and 89 air miles north-east of Sioux Lookout.

The iron deposit was discovered and staked in 1956 by Charles Hanson, a prospector from Sioux Lookout. Steep Rock purchased the property in the same year.

The iron formation occurs in two separate zones, the north and south zones, containing an estimated 657-million tons of ore grading 22% Fe. An open pit mine has been designed for the west portion of the north orebody, containing 185-million tons of ore grading 22.86% soluble iron.

The property has been extensively explored and studied over the years, with the last detailed study being conducted in 1974. Bulk samples have been removed and pilot plant metallurgical testing has been done, as well as studies of the economic feasibility, market potential, transportation possibilities, and environmental impact. In addition, various federal and provincial government agencies have studied such aspects as townsite location, transportation, power lines, and energy requirements, as well as the possibility of utilizing native labour from

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the nearby Osnaburgh Band.

The various studies have established that the iron oxide deposit is an exceptionally good one that could produce high grade concentrates. These could be pelletized and possibly further converted to sponge iron for electric furnace feed. The project is also feasible from the environmental point of view.

Unfortunately, due to high capital costs and the general recession in the North American steel industry,

Steep Rock was not able to carry on with the project, as envisaged in 1974.

The significance of the Lake St. Joseph iron ore deposits is that they represent one of the last large undeveloped iron orebodies in the central North American continent. Eventually, this orebody will be developed, either as a separate entity, or as part of a larger iron ore strategy in Northwestern Ontario.

# Ontario Iron Mining Industry

At the present time there are eight iron ore



operations in Ontario producing about 11-million tons of product per year. By the end of 1980 three of these operations will close and 3.8-million tons will have to be replaced. Naturally we are hopeful that some of this replacement tonnage will come from the Bending Lake project. Additional tonnage will also be required to provide ore for steelmaking expansions in the 1980's. It should also be noted that in the early 1980's Ontario could be importing more iron ore into Ontario from Quebec and United States sources than is produced within Ontario's borders.

Besides our Lake St. Joseph property there are several other iron oxide deposits in Ontario, many of which lie within your area of study. A Federal Government publication "Iron Ore MR148" states:

"Iron ore producers and deposits in the southeastern Shield and southwestern Shield are of major significance to the iron and steel industry in Ontario.

Although total reserves at producing mines amount to only 0.65 billion tons of crude ore, the iron ore resources of these regions amount to 42 billion tons of crude ore. Many deposits are marginally



sub-seconomic under present conditions and as such are categorized as resources."

There is an obvious need for additional iron ore production in Ontario. While at this particular time it may be more financially attractive to import iron ore into Ontario, it is predicted that our own resources should be developed at some early date. It is respectfully submitted that in your studies you consider the value of our resources and plan for their future benefit to the people of Ontario.

In conclusion it should be evident from the foregoing that

- A major change to our physical environment, the water diversion, can result in major benefits to society.
- 2. A modern community providing a high quality of life can be developed in a relatively isolated area when it has a resource extraction industry as its base.



- 3. Large-scale mining and ore processing can be accomplished in relative compatability with the environment.
- 4. Iron ore has been a valuable resource for the people of Ontario and should continue to be a valuable resource for many years into the future.

BWT:gb1

November 8, 1977



CAZØN ZI -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY CROWLANCIA HIGH SCHOOL

# PRESENTED AT

PICKLE LAKE, ONTARIO

ON

**DECEMBER 5, 1977** 





THE HON. MR. JUSTICE E. F. HARTT COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

CROWLANCIA HIGH SCHOOL PICKLE LAKE ONTARIO

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977



#### A PLAN TO DEVELOP THE NORTH SHOULD INCLUDE:

- A REGIONAL HIGH SCHOOL AND RESIDENTIAL SCHOOL, FOR KIDS OF THE NORTH.
  WE NEED PROVINCIAL AND FEDERAL GOVERNMENT CO-OPERATION TO OBTAIN THIS.
  THIS WOULD BRING THE YOUTHS OF THE NORTH TOGETHER, IT WOULD CUT DOWN
  ON FINANCES FOR ROOM AND BOARD, ALSO IT WOULD SAVE THE GOVERNMENT
  MONEY BECAUSE THEY DON'T HAVE TO TRANSPORT KIDS ALL THE WAY TO THUNDER
  BAY, SIOUX LOOKOUT, WINNIPEG, AND ALL OTHER LARGE CITIES AND TOWNS.
  THIS IDEA WOULD ALSO HELP KIDS GRADUATE SINCE THEY ARE NOT SO FAR AWAY
  FROM SCHOOL.
- 2. WE WOULD LIKE TO HAVE GUARANTEED RECREATIONAL FACILITIES EVEN IF THE MAJOR EMPLOYER OF THE NORTHERN TOWN CEASES TO RUN A BUSINESS.
- 3. WE WOULD LIKE TO HAVE ORGANIZED SPORTS FOR PEOPLE OF ALL NORTHERN COMMUNITIES WITH ACCESS OF ALL ROADS IN THE NORTH.

### IF PLANNED DEVELOPMENT FLOPS; WHAT SHOULD BE DONE ABOUT IT?

IF THE PLANNED DEVELOPMENT OF A NORTHERN COMMUNITY FLOPS THE COMPANY INVOLVED, WHETHER IT BE MINING, FORESTRY, FISHING, POWER PLANTS OR A TRANSPORTATION POINT, SHOULD HAVE OR HOLD SOME RESPONSIBILTY TO THE PEOPLE OF THE COMMUNITY IN THE FORM OF DAMAGE TO THE ENVIRONMENT IN WHICH THE PEOPLE TRAP AND FISH. ALSO AGREEMENT SHOULD BE REACHED OVER DEVELOPMENT IN THE PLANNING STAGE BETWEEN GOVERNMENT, THE PEOPLE, AND THE COMPANY INVOLVED.

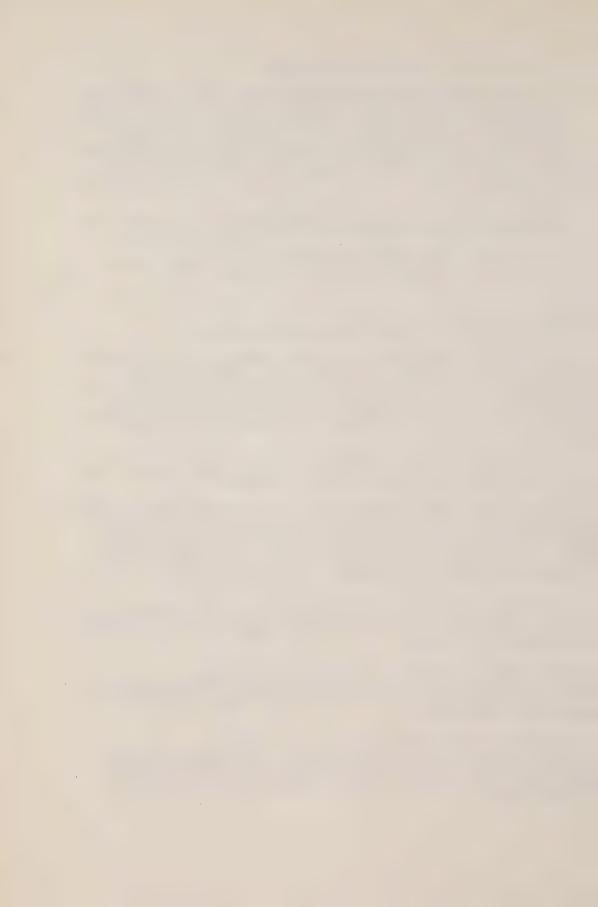
IF THE COMPANY MOVES OUT COMPLETELY THEY SHOULD AGREE TO CLEAN UP AND DISMANTLE ANY COMPLEXES THAT WILL HAVE TO BE ABANDONNED.

AND WHAT ABOUT THINGS SUCH AS STORES, ETC., WHO HAVE EXPANDED THINKING THAT POPULATION WILL FOLLOW DEVELOPMENT. SHOULD COMPENSATION BE GIVEN TO THEM BECAUSE THEY MAY NEVER BE ABLE TO PAY OFF CONSTRUCTION AT PRESENT PRICES SO IN TURN THEY MAY HAVE TO PASS THROUGH TO THE CUSTOMER BY HIGHER PRICES. WE THINK THAT PRICE AGREEMENTS IN CASE OF FLOPS SHOULD BE WORKED OUT BETWEEN THE COMPANY, THE GOVERNMENT, AND THE COMMUNITY.

ALSO THERE IS THE PROBLEM OF POLLUTION CONTROL IF THEY ABANDONNED THE PROJECT. THINGS EITHER OUGHT TO BE DISMANTLED, CLEANED UP AND LET REFOREST-ATION TAKE OVER OR FENCE THE AREA OFF AND MAKE PLANS FOR IT IF AND WHEN THE ECONOMIC MARKET HAS RECOVERED.

THERE ARE ALSO PEOPLE WHO HAVE OPENED PRIVATE BUSINESSES BECAUSE OF POPULATIONG GROWTH AND WHO WILL LOSE THEIR BUSINESSES IF DEVELOPMENT PULLS OUT. MAYBE HELP SHOULD BE GIVEN TO RELOCATE THESE PEOPLE IN A SIMILAR YET ECONOMICALLY STRONG SITUATION.

SHOULD GOVERNMENT PLANNED FACILITIES SUCH AS HOSPITALS, SCHOOLS, AND FIREHALLS BE HALTED IF THE DEVELOPMENT FLOPS. WE THINK THAT MAYBE THESE SHOULD BE CONTINUED ONLY TO THE DEGREE THE PEOPLE NEED WITH PLANS LEFT TO EXPAND IF DEVELOPMENT DECIDES TO MAKE A COMEBACK WHEN THE ECONOMIC STRUCTURE STRENGTHENS.



#### IF PLANNED DEVELOPMENT FLOPS; WHAT SHOULD BE DONE ABOUT IT? CONT.

BUT ABOVE ALL, IF THE DEVELOPMENT PULLS OUT, THE COMMUNITY SHOULD BE RESTORED ECONOMICALLY AND ECOLOGICALLY AS IT WAS SO THAT ONCE AGAIN THE PEOPLE CAN LIVE ON WITHOUT USING LARGE DEVELOPMENT AS A CRUTCH.

THEY (THE MINES, FORESTRY, ECT.,) SHOULD SHOW RESPONSIBILITY TO THE PEOPLE IF THEY PLAN TO BUILD SITES ON THEIR LAND BECAUSE THEY ARE RUINNING THE LAND WHICH BELONG TO THE PEOPLE.

RESPONSIBILITIES:

KEEP THE SITE AWAY FROM THE TOWN PROVIDE HOUSING TO THE EMPLOYEES CONTRIBUTE TO THE TOWN CONTROL POLLUTION FROM SITES.

HOW DO YOU FEEL ABOUT YOUR PERSONAL ROLE AND IMPORTANCE IN HELPING TO DEVELOP NORTHERN ONTARIO? WHY DO YOU FEEL THIS WAY?

WE ARE HELPING THE OPENING OF NEW THINGS BECAUSE WE ARE CONTRIBUTING TO THE POPULATION.

WE ARE EXPERIENCING THE NORTH AS IT IS AND WE'LL KNOW BETTER WHAT NEEDS DEVELOPMENT AND WE COULD, SINCE WE ARE YOUNG AND GET OUR EDUCATION TO FIT THE JOBS OF THE NORTH.

WE HAVE TO LIVE WITH THIS IN THE FUTURE IF WE PLAN TO LIVE IN THE NORTH, SO WE SHOULD DEVELOP IT.

( OUR PARENTS ARE WORKING IN COMMUNITY ACTIVITIES TO KEEP THE TOWN GROW-ING AND TO KEEP IT FROM GOING TO THE "PITS".

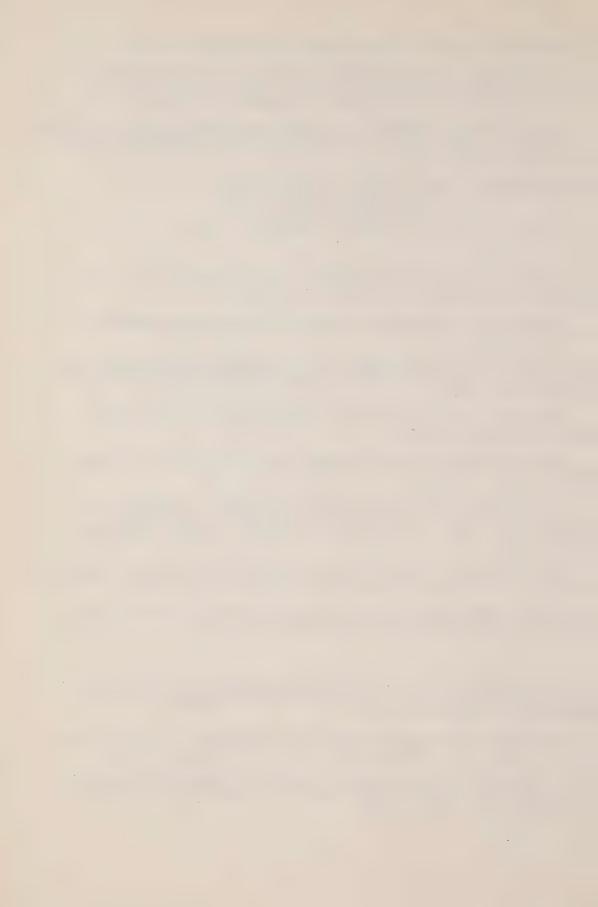
THE KIDS OF TO-DAY WILL BE THE ADULTS OF TOMORROW. YOUNG PEOPLE OF TO-DAY ARE DOING A LOT BY HELPING THEIR COMMUNITIES BY DOING CLEAN-UPS, HELPING CLINICS, ETC., i.e. GIRL GUIDES, BOY SCOUTS, BROWNIES, YOUTH GROUPS, 4-H CLUBS ETC.

THE HIGHEST POPULATION RATE IN 1972 STATES THAT THE MAJORITY OF CANADIANS ARE UNDER 18. THE SOURCE WAS FOUND IN THE CENSUS DIVISION STATISTICS.

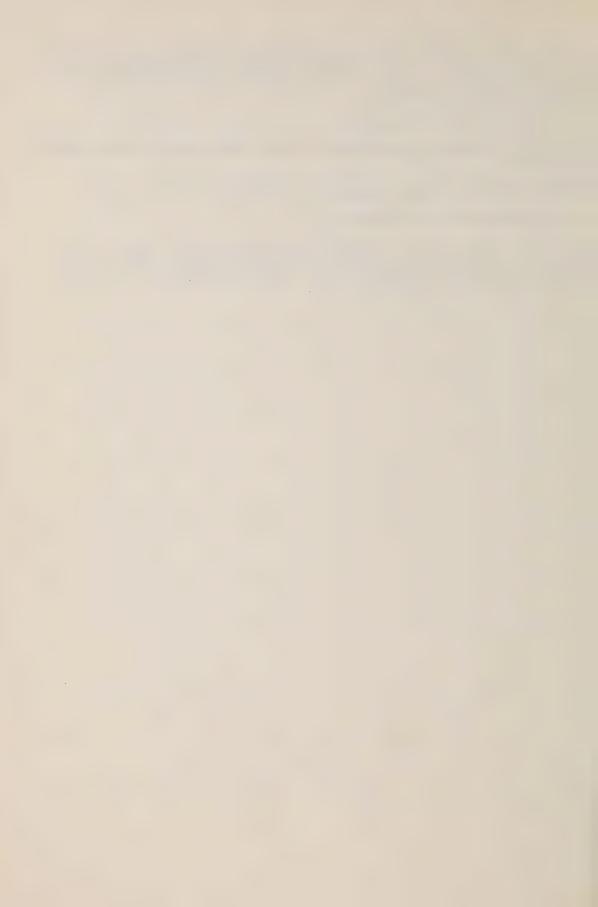
THESE ARE THE REASONS WHY YOUNG PEOPLE OF THE NORTH SHOULD BE TAKEN INTO CONSIDERATION WHEN NORTHERN DEVELOPMENT OCCURS.

WHICH GROUPS SHOULD BE INVLOVED IN THE DEVELOPMENT OF THE NORTH? WE, THE STUDENTS OF GRADE 9 AND 10 FEEL THAT THE PEOPLE RESPONSIBLE FOR THE DEVELOPMENT OF NORTHERN AREAS ARE:

- A) THE PEOPLE WHO ALREADY LIVE THERE FOR THE REASON THAT IT IS THEIR "HOME" AND THEY SHOULD HAVE A CERTAIN AMOUNT OF SAY IN HOW THE PLACE IS BUILT.
- B) THE COMPANIES WHICH ARE PLANNING TO DEVELOP, AS THEY ARE THE ONES WHO ARE FORKING OUT THE FUNDS AND SHOULD HAVE IT THE PLACE TO BE DEVELOPED IN A WAY WITH WHICH THEY ARE SATISFIED.



- C) THE GOVERNMENT SHOULD HAVE A CERTAIN AMOUNT OF CONTROL AND THEY SHOULD BE THE ONES WHO ENFORCE ALL OF THE COMPANIES COMMITMENTS UPON THEMSELVES AND ONLY THE COMMITMENTS THE COMPANY MADE. THEY SHOULD ALSO CENSOR THE TYPES OF INDUSTRIES WHICH ENTER THE NORTH.
- THE NORTH IS UNEQUALLY DEVELOPED
- THE YOUNGER GENERATION LACKS RECREATION & THIS FACTOR RESULTS IN MUCH JUVENILE DELINQUENCY.
- LACK OF PROPER HIGH SCHOOL RECREATION NO SHOPS, OR TECHNICAL CAREER.
- LACK OF PROPER MEDICAL FACILITIES.
- ALL OF OUR LAWS ARE MADE BY PEOPLE DOWN IN TORONTO & OTTAWA, THE PEOPLE WHO MAKE THESE LAWS CONCERNING OUR USE OF NATURAL RESOURCES e.i. CABIN BUILDING, BIKING (MOTORCYCLES), SNOWMOBILES, ETC., DO NOT HALF THE TIME KNOW ANYTHING ABOUT WHAT THEY ARE TALKING ABOUT.



CAZÓN Z1 -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY MR. DON McKELVIE

# PRESENTED AT

PICKLE LAKE, ONTARIO

ON

DECEMBER 5, 1977





ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

MR. DON MCKELVIE
PICKLE LAKE
ONTARIO

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977



No. 149

Royal Commission on the Northern Environment

This exhibit is produced by

this 5 day of Dec

December 5th, 1977.

Pickle Lake, Ontario.

Mr. Justice Patrick Hartt,

Royal Commissioner

Sir:

As a resident of Pickle Lake and someone concerned with the development of Northern Ontario, I wish to submit the following items of concern to people living in or wishing to move to this part of Northern Ontario:

#### SCHOOLING:

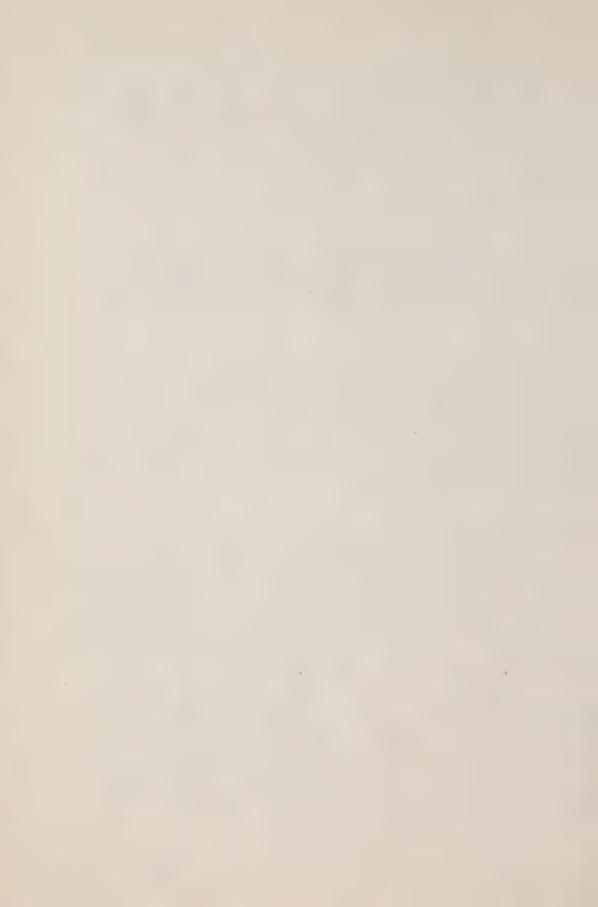
On December 30, 1975, I was told by the Ministry of Education in Thunder Bay that a new school would be built in Pickle Lake with a start on construction being made in the Spring of 1977. The school proposed was to contain 17 classrooms, a gymnasium and a library. The school is not under construction. I am attaching a copy of notes I made regarding my visit to the Ministry.

# CULTURE & RECREATION:

The Ministry of Culture and Recreation indicated to me in December, 1975, that a recreational complex was in the plans for Pickle Lake, with a start for construction being made in 1976. I have seen the drawings of the proposed building but the complex is not under construction.

The library in the new school was to be constructed with an outside entrance so it could be used as a municipal library as well as the school library. There is no new school thus no library.

The CBC TV was to have been in Pickle Lake in 1976. It finally arrived in early November 1977, one year and some months late. When a private operator set up a "pirate" station to provide videotape TV to the community under an arrangement with UMEX the CRTC threatened to close him down. He was allowed to operate only after public pressure was put on through our members of parliament with the understanding that he would shutdown as soon as CBC arrived. This was done.



It is my opinion that local community TV stations should be encouraged rather than discouraged to provide some variety and entertainment to remote communities which lack most of the amenities readily available to people in the south.

#### MEDICAL CLINIC:

I was told by Dr. Copeman during a visit he made to Pickle Lake on May 4th, 1977 that construction of a new medical clinic for Pickle Lake would begin in the fall of 1977 and be advanced to the point of the structure being enclosed before snow flew with finishing inside to be completed before the Spring of 1978. The Clinic is not under construction.

#### HIGH COST OF FUEL & GASOLINE:

Residents of Northern Ontario have to travel long distances to secure dental, legal or other services not available in our small community. The distances we travel mean that we burn more gas at a higher price than people living in centers having these services. Why can't a government that can equalize the price of a case of beer or a bottle of booze across the province do the same thing for gasoline and fuel oil.

During the last election campaign the Government of Ontario saw fit to reduce the price of automobile licences in Northern Ontario to \$10.00 per year. Unfortunately no one pointed out to them that a large percentage of the people up here use ½ tons for their personal vehicles. I understand this oversight has since been corrected although our license insurer has not yet been officially advised.

Transportation of sick and injured people is a very high cost item for residents of this community. Air ambulance is provided in emergency situations, requiring the patient to go to a hospital. The service is paid by OHIP and the patient is charged only \$25.00.

The problem develops when the patient is released from hospital. OHIP does not assist in the return fare. Return visits to the outside doctors for follow up are not covered unless an emergency situation develops and air ambulance is required.



Facilities for special children are non existant in Pickle Lake. As the parents of a special child we have made enquiries as to what is available in Ontario and find that there is little or nothing available for children in the grey area between retardation and normality. As parents of such a child we are sure that our situation is not unique in Ontario and we would like the Ministry of Education to investigate this problem and come up with some solutions as we are sure that many of these children are just taken out of school and kept at home when they reach their level of competence in a normal school.

The principal and staff of our local school are aware of the problem and are making a special effort with our daughter but they also realize it is only a temporary solution but one that is much appreciated by us as parents.

The reason we are given for the lack of advancement on projects such as our new school, our recreational centre; our medical clinic etc., is that Pickle Lake is not developing and increasing in size as the forecasts indicated it would. The only way that more people can be attracted to this community is to provide employment opportunities and the normal amenities of life to which people have become accustomed over the years.

The development of new industries and tourism should be encouraged. Industry related to the forest have large areas of merchantable timber which can be utilized rather than left to rot or burn in the future. We are suddenly concerned with trees, but up until four years ago forest fires north of the 11th baseline were allowed to burn out of control unless they were endangering a community.

In the last four years fire suppression has been carried out up to the 13th baseline.

I wonder how many people have made the trip to the end of the road, 140 miles north of Pickle Lake to see the forests and fine tourist areas. I suggest that you, Justice Hartt and your committee make this trip to increase your familiarity and knowledge of the area for which you are holding these hearings and you may then be in a better position to sort the wheat from the chaff when such items are discussed at future hearings.



I could go on and on discussing items of frustration such as high prices, high taxes both on industry as well as the individual, the curtailment of construction on the north road etc., but I am sure there are others present who will bring these items forth.

In closing I wish to state that I realize we are not subject to cross examination at these initial hearings, but I am prepared at any time to discuss and defend any statements I have made in this brief and respectfully submit them for your consideration.

Don McKelvie,

RESIDENT OF NORTHERN OMTARIO.

DM:jw



CAZÓN Z1 -77NZZ

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

ONTARIO MINISTRY OF TRANSPORTATION

AND COMMUNICATIONS

## PRESENTED AT

PICKLE LAKE

ON

DECEMBER 5, 1977





ROYAL COMMISSION ON THE NORTHERN A ENVIRONMENT THE HON. MR. JUSTICE

SEE P. HARTT

COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

MINISTRY OF TRANSPORTATION
AND COMMUNICATIONS
1201 WILSON AVENUE
DOWNSVIEW, ONTARIO

PRESENTED AT

ON DECEMBER 5, 1977

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT 416/965-9286 MANULIFE CENTRE
55 BLOOR STREET WEST
ROOM 801
TORONTO, ONTARIO
M4W 1A5





Ministry of Transportation and Communications

No. 150

Royal Commission on the Northern Environment This exhibit is produced by

Mir. Dransportation + Comm this 5 day of Lec 1977

TELECOMMUNICATIONS SERVICES

IN NORTHERN ONTARIO

Submission to the Royal Commission on the Northern Environment

Ministry of Transportation and Communications October, 1977.



### I. INTRODUCTION

The Ministry of Transportation and Communications welcomes the opportunity to present its views regarding the availability and quality of communications services in Northern Ontario to the Royal Commission on the Northern Environment. The Ministry has already submitted to the Commission an informational document on communications in Northern Ontario. This submission will highlight communications issues as part of the social environment in the North and will present the Ministry's views on objectives that might guide the development of communications services in Northern Ontario.

Communication is perhaps the most fundamental process of human society, the tie that simultaneously binds us together and marks us off from other living things. Communications bind us economically, socially and culturally. As the proportion of the G.N.P. accounted for by the "information sector" approaches fifty per cent, it is evident that competitive advantage, future increases in productivity, and the quality of our social and economic sectors will depend on the levels of infrastructure and services available in this area. But communications is much more than a determinant of economic welfare; it is a key component



of the "quality of life", that set of intangibles which together are the source of richness in human existence. Communications makes more attractive places in which to live. In addition, modern communications links are one source of the range of shared values and assumptions without which no society or group could long cohere.

The impact of communications services in the last twenty-five years has been profound: the telephone has come to be regarded as "absolutely essential"; radio and television have become to be the dominant source of news, entertainment and information for a majority of Ontarians; new technologies, such as cable television, have brought about an expanded range of choice for the viewer. Newer technologies promise to expand even further this degree of choice. In addition, these same technologies will one day distribute non-entertainment materials, such as health and educational services.

It is a paradoxical feature of modern life, however, that it is in those areas in which the benefits of communications—economic, social and cultural—are potentially the greatest, that the barriers to



communications are most acute. This is particularly true of Northern Ontario. As the Commission is aware the territory north of the 51st parallel is sparsely populated and is characterized for the most part by every different social, cultural and economic conditions from the rest of Ontario. The area south of the 51st parallel relies heavily on the extraction of primary resources; what secondary and tertiary production there is takes place, for the most part, in the southern portion of the region. For resource extraction communities, and, if secondary and tertiary production is to be developed, one problem will be that of attracting and holding manpower. Services which can play a part in alleviating this problem, such as a choice of radio and television programming, are presently limited compared to those available to residents of the more populous areas of the Province.

The vast distances and the sparse population impose major difficulties in the realization of high standards of communications services and systems, at a cost which people and communities can afford.

Telephone conversations between communities in the North are all "long-distance"; similarly, the expanded news, entertainment and information which television

<sup>\*</sup> The Ministry recognizes that the Commission's mandate deals with the area north of 50°. Because of the dramatic difference in communications services north and south of 51°, this submission has used 51° as a dividing line for the purpose of dealing with communications issues.



can provide must be transported across vast distances. In this environment, communications systems and services should be regarded as instruments consciously employed to help harness development, as tools to bring jobs and services to particular people and regions, and as means for preserving and enhancing a chosen way-of-life and specific cultures. That is, communications should be regarded as an architect—and not the prisoner—of economic and social characteristics of the region.

In remote Northern Ontario in particular, communications services have the potential, not only for providing links to the rest of the Province, but of being vehicles of self-expression for the native peoples living in the area. At present very few services are available north of 51°. The nature and the way in which more services are introduced in the area could have significant impacts, beneficial but also negative, on life in remote Northern communities.

The Ministry of Transportation and Communications has been aware, almost from its inception, that the unique and very significant communication problems facing residents of Northern Ontario were demanding of special attention, if solutions were to be achieved in the future. While the federal government has regulatory



authority over broadcasting, and the major carriers operating in Ontario are federally-regulated, the Province believes that it has an important role to play in formulating policies, and in undertaking activities directed towards the improvement of communications services to Ontario residents. In the 1971 Speech from the Throne, the Government of Ontario has instructed the Ministry of Transportation and Communications to "ensure that the diverse interests of the people of Ontario are fully represented in the developments associated with radio and television broadcasting, educational broadcasting, cable and special-purpose video, data transmission systems, telephone and telegraph services and the use of communications satellites". As a consequence, the Ministry of Transportation and Communications has established a series of broad Ontario communications objectives to guide its activity; the following are particularly applicable to Northern Ontario:

- to ensure the provision of adequate, efficient and reliable communications services to the residents of Ontario;
- to encourage the development of strong communications ties within and between communities and regions in the province, and to contribute to the national flow of information and entertainment;



- to ensure that the planning of communications systems and services is responsive to the social, cultural, educational and economic goals of the government.

In addition to these broad objectives, the Ministry of Transportation and Communications has developed a series of objectives dealing with broadcasting, cable, and telecommunications common carrier activities. The pursuit of the following objectives in particular will contribute to the improvement of communications services, and therefore the quality of life, in Northern Ontario:

- to ensure the widespread availability of basic telecommunications services;
- the broadcasting system in Ontario should be encouraged to provide a broad range of programs that serve the diverse linguistic, social, cultural and economic needs of the population;
- a basic broadcasting service should
   eventually be made available to all
   communities of the province with a population
   of 500 or more, as funds become available.



- the rate of introduction of technological innovations should be consistent with economic and social goals.
- telephone services should be provided at just and reasonable rates, without undue price discrimination.

The Ministry of Transportation and Communications has identified various issues which are of particular concern to the Government of Ontario in its encouragement of the provision of communications services in Northern Ontario. These issues will be highlighted below along with a summary of the Ministry's suggested objectives for the development of services in each of the Communications sectors.



## II. COMMUNICATIONS ISSUES AND POLICIES IN NORTHERN ONTARIO

### A. TELEPHONE

The issue of prime importance regarding the provision of telecommunications services in Northern Ontario has been the lack of reliable service North of the 51st parallel and in isolated areas South of Latitude 51.

The Ministry of Transportation and Communications has recognized the disparities in services offered and the need to coordinate efforts so that various technologies available could benefit the population involved.

The Ministry's major initiative in dealing with this situation has been the Remote Ontario Tele-communications Program. In conjunction with Bell Canada and the Ontario Northland Transportation Commission, basic reliable telecommunications services are in the process of being provided to 26 communities north of 51° via microwave or satellite. The system is intended to provide a basic spine which has the capacity to be augmented in order to deliver additional telecommunications or broadcasting services.



With this basic system in place, not only will reliable links exist with the rest of the Province, but the capacity will exist for the development of communications services in the entire region.

Northern Ontario is to complete the basic telephone system and we are confident that will be achieved in the western and central portions in this year and in the coastal portion in 1978. The problems, therefore, will maintain some extension of the system; upgrading of service where necessary and as noted what additional telecommunications and broadcasting/video services are to be introduced into the region over time.

South of the 51st parallel, long distance facilities are provided by the Ontario Northland Transportation

Commission (ONTC) in the region east of Hearst,

Ontario. All other long distance telephone service
in areas west of Hearst, is provided by Bell Canada.

The provision of direct long distance dialing is
progressing slowly in the whole of Northern Ontario,
but is becoming the norm in both ONTC and Bell
territories. Local exchange telephone service is



Canada and Northern Telephone. Exceptions are those urban areas which are served by Public Utility Telephone Commissions (e.g., Kenora, Keewatin, Dryden, Cochrane and Thunder Bay) which are regulated by the Ontario Telephone Service Commission.

The major telephone problems in the area south of the 51st parallel relate to the reliability of communications in somewhat isolated locations and the general need to upgrade the quality of service in non-urban areas. Bell Canada has recognized these problems with its recently-approved Non-Urban Telephone Improvement Program which will be put into effect over a 4-year period. This program, combined with the use of technologies such as subscriber radio and special efforts to link isolated areas to the basic telephone system, should improve the quality and availability of telecommunications services in Northern Ontario considerably over the next few years.



Many of the problems related to the relative availability and quality of telephone and related telecommunications services stem from the high cost of installation and maintenance of new plant. There are also cost-related problems with respect to services already in place. From time to time, there have been suggestions for arbitrary reductions or alterations in subscriber charges for specific services in specific locations. While there may be some general questions about the pricing of various classes of telephone and telecommunications services, the Ministry believes that service should be provided within existing tariff structures so as to minimize a ripple effect of distortions within that structure. If specific subsidies are to be considered for any type of telephone or telecommunications service, they should be generated from outside the tariff structure or the telecommunications services sector.

In conclusion for the telephony sector

constantly improving availability and quality of

services is highly important for social, commercial,

and emergency contact both within the North and

between the Northern and Southern regions of the

Province.



Specific objectives suggested for the development of services in this sector are:

- continued encouragement of the extension and improvement of basic systems where necessary; and, of nonurban telephone services to adequate standards through the basic network and through the replacement of old technologies such as fringe radio;
- promote the availability of the maximum feasible range of specialized communications services which are available to consumers in Southern Ontario (e.g. private line services, specialized video services);
- encourage experimentation and pilot projects particularly via satellite technology utilizing innovative methods to meet the particular social and other needs of the area.



#### B. BROADCASTING

Prior to the initiation of the Remote project,
no broadcasting facilities existed above the
51st parallel, with the exception of Red Lake and
community radio stations in Big Trout Lake and
Moosonee. Since this project was implemented, the
CBC has been using facilities as they became
available and installing radio and television
transmitters in these areas for the extension of
its Accelerated Coverage Plan to qualified communities
(i.e., population of 500 and more).

South of the 51st parallel, radio and television reception in Northwestern Ontario is almost exclusively CBC. However, alternative TV exists in Thunder Bay and alternative radio in Dryden, Kenora, Atikokan and Ignace. The larger communities in Northeastern Ontario receive CBC and CTV television services and, in some instances, the CBC French television service. CBC radio and private radio stations also offer services in these communities. Full off-air educational broadcast service by TV Ontario will soon become available in Thunder Bay and



Sudbury. To varying degrees, educational programming services of a much more limited nature are also available either off-air or through some cable systems in the Northern Ontario regions.

In most areas of the Province, broadcasting services are not frills but key components of the quality of life. The Ministry believes a realizable objective is the provision of a basic level of service throughout most parts of the Province. current definition of that basic level is CBC and alternative radio service; CBC TV, CTV, and OECA (TV Ontario) as funds become available. It is generally acknowledged that some choice of television and radio stations particularly in more remote, resource-based communities can be a very important element of the community's social life. This objective therefore is particularly pertinent in Northwestern Ontario outside Thunder Bay where alternative services to the CBC are lacking in most areas.

Because of the special language and cultural conditions which exist in the communities north of the 51st parallel, this objective may not be particularly appropriate. At present, CBC services

<sup>\*</sup> with the exception of communities such as Red Lake and Pickle Lake.



are being introduced. It is suggested that the introduction of additional services be done on the basis of close consultation with individual communities and with native organizations such as Wa Wa Ta and Grand Council Treaty #9 which are most capable of reflecting the concerns and desires of the native people and their communities.

What is particularly noticeable is the lack of available native language programming for radio and TV. It has already been noted that communications services can serve as important vehicles for self-expression for native peoples and assist in preserving and enhancing their cultural traditions. The issue of availability of native language radio and television programming is not unique to the area north of 51°. Because of the comparatively homogenous nature of most communities north of 510 (there are acknowledged language differences) this issue is particularly pertinent. In communities south of 51° the availability of native-language programming would have the same benefits. The manner in which it might be provided might be different however (e.g., community radio or TV access; community stations; closed-circuit systems).



At present community access to local CBC radio transmitters is permitted for the broadcast of locally-produced programming, but only for specific periods of the day. Community access radio stations on CBC transmitters now exist in Sioux Lookout, Ear Falls and Sandy Lake. Access to CBC television transmitters is not permitted.

In general throughout the regions, it would be desirable if more local programming - for both television and radio - could be made available irrespective of language. The Ministry recognizes the difficulties and costs in establishing facilities and in ongoing production. This is particularly so for television. Production of programming radio is less demanding technically, less costly, more flexible and, therefore, may be more attractive and feasible initially. In terms of necessary facilities and costs, the Ministry quite frankly cannot offer any easy solution.

One of the most prohibitive factors to

expanding the range of broadcast services in Northern

and remote Northern Ontario has been and continues

to be the costs of delivering signals throughout



the vast area - whether by microwave or satellite.

Once again, the Ministry has no easy solution to offer for the area north of 51°. It would hope that the infrastructure now being established will be utilized as fully as possible - where costeffective. Where costs are deemed too high, then bicycling of audio and video tapes might serve as an acceptable lower-cost means of providing programming to remote communities.

In the area south of 51°, there is already an established infrastructure capable of serving most communities. The costs are just as prohibitive however. As a general objective, the Ministry believes that in the first instance, attempts should be made to seek private sector solutions to the extension of radio and television services (with the obvious exceptions of CBC and TV Ontario), except where there is me alternative but to consider some form of subsidization.

In conclusion, regarding broadcasting, the Ministry would suggest to the Commission that the following objectives be considered as guidelines for the development of the broadcasting sector in Northern and Remote Northern Ontario:



- provision of a basic level of radio and television services in Northern Ontario;
- introduction of broadcasting services to native communities north of 51° be done in close consultation with representatives of the communities and native organizations;
- utilization of existing delivery facilities except where not costeffective.
- encouragement of greater levels of local
  programming by local personnel;
- encouragement of private sector responses to the extension of radio and television services south of 51° except where there is absolutely no alternative to some form of financial assistance or subsidy.



### C. AVAILABILITY OF PRIME POWER

Reliable sources of electrical power are a prerequisite for the operation of communications systems and the delivery of communications services. North of the 51st parallel, the lack of power sources has been a major obstacle to the inauguration of reliable new services. South of the 51st parallel where the power facilities in some small communities and non-urban areas may be inadequate, it has been difficult to undertake the upgrading of services already in place.

Operation of reliable communications services requires reliable power supply. In this regard, the Ministry has undertaken the funding of the installation and provision of diesel power generation in eighteen communities served by the Remote Telecommunications Project, until conventional power supply can be achieved in these communities.

Ideally, the Ministry is convinced that power for communications services should be drawn from community power facilities wherever possible, thereby avoiding the unnecessary duplication of facilities.



This can only come with support for the early completion of the Community Electrification

Program which is sponsored by Ontario Hydro and the federal Department of Indian Affairs and Northern Development. It is hoped that this can be completed as soon as possible.



# D. INVOLVEMENT OF THE NATIVE PEOPLES

Most of the consumers of communications services in the region of Ontario north of the 51st parallel are native people. There are many natives, as well, in areas south of the 51st parallel. They harbour the same concerns as other consumers in Northern Ontario about the quality and costs of services, but they also have an additional and more urgent concern with respect to the preservation of their cultural heritage. Communications services have the potential for contributing to the self-expression of the native people through locally-produced programming, and to the preservation of cultural traditions and ties through telecommunications facilities which provide interpersonal connection across vast distances.

The Ministry of Transportation and Communications believes that broadcast programming, North of the 51st parallel can contribute to the preservation and enhancement of native culture. It hopes, therefore, that native people will be involved in the decision—making process regarding the initiation and extension of communications services in the North generally. Their concerns cover such matters as the impact of



broadcast services, the production of local programming, and the costs and quality of telephone services. Of particular interest, there is a belief that, if proper training was available, the first-line installation and maintenance of the technical plant might be handled by local personnel rather than by manpower from outside the region, thereby providing an additional employment opportunity in the community.

The Ministry is very aware of the concerns of the native people regarding communications services North of the 51st parallel in Northern Ontario, and supports the close involvement of native organizations and individuals in determining the nature of the development of services in the North. To this end, the Ministry has worked closely with Wa Wa Ta and Treaty #9 in coordinating the introduction of telephone service in particular.

The Ministry also believes that there should be maximum opportunity for the training and employment of native personnel in the installation and maintenance of services. In this way, the native people will have one further means of developing their own skills and thereby contributing to their community and environment.



### CONCLUSION

The Ministry of Transportation and Communications has appreciated receiving the opportunity to provide its views on the nature of communications services in Northern Ontario, on the problems and issues and on suggested objectives the Commission may wish to consider as guidelines for development of the communications sector.

This submission has somewhat dwelt more on the area north of 51° because of the Ministry's active involvement in establishing communications services there over the past few years. At the same time the submission has attempted to highlight communications problems existing south of 51°.

The Ministry will follow the hearings of the Commission with interest. It is highly likely that a number of other communications problems and issues will be articulated during those hearings. If the opportunity is available, the Ministry may wish to provide some further observations to the Commission on the basis of other submissions and presentations that will be made.



## REPRESENTATION TO THE

# CANADIAN RADIO-TELEVISION AND TELECOMMUNICATIONS

## COMMISSION

CONCERNING BROADCASTING SERVICES IN NORTHERN ONTARIO

SUDBURY, ONTARIO

November 15, 1977

THE HON. JAMES SNOW,
MINISTER OF TRANSPORTATION
AND COMMUNICATIONS,
GOVERNMENT OF ONTARIO.

THE HON. LEO BERNIER,
MINISTER OF NORTHERN
AFFAIRS,
GOVERNMENT OF ONTARIO



Mr. Chairman, Ladies and Gentlemen of the Commission:

I AM MAKING THIS REPRESENTATION ON BEHALF OF THE HONOURABLE JAMES SNOW, THE ONTARIO MINISTER OF TRANSPORTATION AND COMMUNICATIONS AND THE HONOURABLE LEO BERNIER, MINISTER OF NORTHERN AFFAIRS. I WOULD LIKE TO THANK YOU FOR THE OPPORTUNITY TO SPEAK TO THE COMMISSION TODAY.

THE AGENDA FOR THIS HEARING INCLUDES APPLICATIONS FOR THE RENEWAL OF A GREAT MANY BROADCASTING AND CABLE LICENCES IN NORTHERN ONTARIO. SINCE THE HEARING IS ALSO IN SUDBURY WE THOUGHT IT WOULD BE AN APPROPRIATE TIME AND PLACE TO PUT BEFORE YOU THE GOVERNMENT OF ONTARIO'S VIEWS ON BROADCASTING AND CABLE SERVICES IN NORTHERN ONTARIO.

THIS REPRESENTATION IS NOT MEANT TO ADDRESS ANY OF THE SPECIFIC APPLICATIONS BEING CONSIDERED AT THIS HEARING. RATHER, I WISH TO HIGHLIGHT THE GOVERNMENT OF ONTARIO'S GENERAL CONCERNS REGARDING DEFICIENCIES IN THE AVAILABILITY OF BROADCAST AND CABLE SERVICES IN NORTHERN ONTARIO, AND, TO SET OUT OUR COMMUNICATIONS POLICY OBJECTIVES FOR THE REGION.



Four years ago--almost to the day--the Commission met here in Sudbury to consider applications for cable services in the area. On that occasion, the Government of Ontario made a representation which essentially:

- BROADCASTING SERVICES IN THE SOCIAL AND ECONOMIC LIFE OF NORTHERN ONTARIO;
- SUPPORTED THE EXTENSION OF A

  FULL RANGE OF RADIO AND TELEVISION BROADCAST SERVICES TO

  RESIDENTS OF NORTHERN ONTARIO;
- SUPPORTED THE EXTENSION OF CABLE SERVICES AS A MEANS OF PROVIDING OPTIONAL VIEWING AND LISTENING CHOICES;



- URGED THE COMMISSION TO DEAL
WITH THE EXTENSION OF BROADCAST AND CABLE SERVICES IN
THE AREA ON A CO-ORDINATED
AND ON A REGIONAL BASIS.

MR. CHAIRMAN, THE GOVERNMENT OF ONTARIO STILL HOLDS TO THESE STATEMENTS. AS A PRIMARY SOURCE OF INFORMATION AND ENTERTAINMENT, BROADCASTING IS A VITAL ELEMENT OF CANADIAN SOCIETY. THE AVAILABILITY OF A RANGE OF BROADCAST SERVICES MAKES COMMUNITIES MORE ATTRACTIVE PLACES IN WHICH TO LIVE AND WORK, IN MORE REMOTE COMMUNITIES, THE AVAILABILITY OF BROADCAST SERVICES HAS BEEN IDENTIFIED AS ONE IMPORTANT FACTOR IN ATTRACTING AND KEEPING SKILLED MANPOWER. INEQUALITIES OF ACCESS TO BROADCASTING SERVICES ARE STILL PERCEIVED AS SOURCES OF ISOLATION. WE KNOW THERE REMAINS A DEMAND FOR GREATER CHOICE OF BROADCASTING SERVICES IN NORTHERN ONTARIO. WHILE WE RECOGNIZE THAT THERE ARE CONSTRAINTS - PARTICU-LARLY ECONOMIC CONSTRAINTS - WE HOPE THAT A BASIC RANGE OF RADIO AND TELEVISION SERVICES CAN BE EXTENDED TO AS MANY COMMUNITIES AS POSSIBLE WITHIN THE NEXT FEW YEARS.



THE GOVERNMENT OF ONTARIO HAS IDENTIFIED A

NUMBER OF COMMUNICATIONS POLICY OBJECTIVES FOR NORTHERN

ONTARIO WHICH IT BELIEVES ARE REALISTIC GUIDELINES FOR

SERVICE EXPANSION IN THE IMMEDIATE FUTURE. THESE ARE:

- 1. A BASIC TELEVISION SERVICE CONSISTING

  OF THE CBC SERVICES AND CTV SHOULD BE

  AVAILABLE TO AS MANY COMMUNITIES AS IS

  TECHNICALLY AND ECONOMICALLY FEASIBLE.
- 2. ULTIMATELY THIS BASIC SERVICE SHOULD
  BE AVAILABLE OFF-AIR TO AS MANY
  RESIDENTS AS POSSIBLE. CABLE TELEVISION MIGHT BE USED AS AN INTERIM
  DELIVERY METHOD BUT CANNOT BE VIEWED
  AS A PERMANENT SUBSTITUTE FOR
  PROVISION OF THE BASIC SERVICE IN
  Northern Ontario.
- 3. THE PROVINCIAL OBJECTIVE FOR THE
  ONTARIO EDUCATIONAL COMMUNICATIONS
  AUTHORITY BROADCASTING SERVICES HAS
  BEEN TO EXPAND TV ONTARIO TO THOSE
  COMMUNITIES LISTED IN THE PHASE III
  PLAN AS FUNDS BECOME AVAILABLE.



- 4. CABLE SYSTEMS SHOULD BE ESTABLISHED
  IN THOSE COMMUNITIES THAT ARE
  PRESENTLY UNSERVED AND THAT CAN
  SUPPORT THEM TO PROVIDE SOURCES OF
  GREATER CHOICE AND DIVERSITY OF
  PROGRAMMING.
- 5. THERE SHOULD BE AN IMPROVED CHOICE OF CABLE CHANNELS WHICH ARE RELIABLE AND OF GOOD QUALITY.
- RADIO SERVICE CONSISTING OF THE CBC
  RADIO SERVICES AND AT LEAST ONE
  ALTERNATIVE AM RADIO SERVICE TO AS
  MANY RESIDENTS AS POSSIBLE.
- 7. More programming should be developed IN BOTH ENGLISH AND FRENCH EITHER
  PRODUCED IN NORTHERN ONTARIO OR RELEVANT TO RESIDENTS OF THIS PART OF
  THE PROVINCE.



WE HAVE NOT ATTACHED ANY SPECIFIC TIMEFRAMES

TO THESE OBJECTIVES. WE BELIEVE THEY ARE REALISTIC BUT

ALSO RECOGNIZE THAT THEY WILL REQUIRE MONEY AT A TIME

WHEN THE FUNDS AVAILABLE FROM BOTH THE PUBLIC AND PRIVATE

SECTORS ARE LIMITED.

Mr. Chairman, We believe these objectives are VALID FOR MOST OF WHAT I WILL CALL MID-ONTARIO - THAT PORTION OF NORTHERN ONTARIO STRETCHING UP TO ROUGHLY THE 51st parallel. North of the 51st parallel the cultural AND LINGUISTIC SITUATION IN MOST COMMUNITIES MAY REQUIRE A MUCH DIFFERENT APPROACH TO EXPANSION OF BROADCASTING SERVICES. IN PARTICULAR, WE WOULD ADVOCATE THAT ANY EXPANSION OF SERVICES MUST BE DONE IN CLOSE CONSULTATION WITH GRAND COUNCIL TREATY NUMBER 9 AND WITH THE INDIVIDUAL BAND COUNCILS. WE WOULD HOPE TOO THAT ULTIMATELY THERE WILL BE OPPORTUNITIES FOR MAXIMUM PARTICIPATION IN THE PROVISION OF NATIVE LANGUAGE SERVICES BY THE COMMUNITIES THEMSELVES AND ORGANIZATIONS SUCH AS WAWATA. THESE LATTER COMMENTS ALSO APPLY TO A NUMBER OF COMMUNITIES SOUTH OF THE 50TH PARALLEL IN THE TERRITORY COVERED BY TREATY NUMBER 3.



WE WOULD HOPE THAT THE COMMISSION WILL REFLECT AND ACT ON THESE ONTARIO OBJECTIVES AS THEY DEAL WITH BROADCASTING AND CABLE MATTERS IN NORTHERN ONTARIO OVER THE MONTHS TO COME.

IN THE FOUR YEARS SINCE THE LAST CRTC HEARING IN SUDBURY, PROGRESS HAS BEEN MADE IN THE EXPANSION OF SERVICES. THE CBC'S ACCELERATED COVERAGE PLAN IS CONTINUING AND WE HOPE THAT THE TARGET DATE OF 1981 FOR COMPLETION WILL BE MET. CTV SERVICE WILL BE IN SAULT STE. MARIE BY SEPTEMBER, 1978. T.V. ONTARIO STATIONS HAVE BEEN APPROVED FOR SUDBURY AND THUNDER BAY. MAJOR EXPANSION IS TAKING PLACE IN THE NUMBER OF CABLE SYSTEMS IN NORTHEASTERN ONTARIO. A START HAS BEEN MADE IN THE PROVISION OF ALTERNATIVE AM RADIO SERVICE IN THAT PART OF NORTHWESTERN ONTARIO BETWEEN THUNDER BAY AND THE MANITOBA BORDER. WE ACKNOWLEDGE THE POSITIVE ROLE THE CRTC HAS PLAYED IN BRINGING ABOUT THESE IMPROVEMENTS.

THE GOVERNMENT OF ONTARIO IS PLEASED THAT IT TOO HAS BEEN ABLE, IN SOME WAY, TO CONTRIBUTE TO THE EXPANSION OF SERVICES IN NORTHERN ONTARIO.



Under existing Loan and Grant programs such as the Northern Ontario Development Corporation, financial assistance has helped bring about the extension of television coverage in Northeastern Ontario; CTV service in Thunder Bay; the beginnings of alternate AM radio service in Northwestern Ontario; alternative AM radio service in Moosonee; wider availability of AM service in Kapuskasing; and improved private microwave service for cable systems in Northeastern Ontario. The Ontario Educational Communications Authority which operates TV Ontario is of course a Government of Ontario agency.

THE GOVERNMENT OF ONTARIO HAS ALSO PARTICIPATED WITH BELL CANADA IN THE JOINT FUNDING OF A TELECOMMUNICATIONS SYSTEM TO PROVIDE RELIABLE TELEPHONE SERVICE TO ALL COMMUNITIES NORTH OF THE 51ST PARALLEL. ON THE HUDSON AND JAMES BAY COAST, THE GOVERNMENT OF ONTARIO IS PROVIDING SIMILAR SERVICE TO THREE COMMUNITIES THROUGH THE EXTENSION OF THE ONTARIO NORTHLAND COMMUNICATIONS MICROWAVE SYSTEM. WITH THIS BASIC INFRASTRUCTURE BROADCASTING SERVICES CAN BE DELIVERED TO ONTARIO'S REMOTE COMMUNITIES AND, IN FACT, IS ALREADY BEING USED TO BRING TELEVISION SERVICE TO THREE COMMUNITIES WITH A NUMBER OF OTHERS SCHEDULED FOR THE NEAR FURTURE.



MADE, THERE REMAIN MAJOR PROBLEM AREAS AND CONSIDERABLE OBSTACLES IN ACHIEVING THE OBJECTIVES ONTARIO HAS PUT FORWARD. I WOULD LIKE TO BRING TO THE COMMISSION'S ATTENTION TODAY TWO AREAS IN NORTHERN ONTARIO WHERE SERVICE DISPARITIES ARE MOST STRIKING. ONE AREA IS IN NORTHERN ONTARIO, NORTH OF SAULT STE. MARIE, IN THE DISTRICT OF ALGOMA AND WESTWARD ALONG THE NORTH SHORE OF LAKE SUPERIOR. IN THIS AREA I WOULD LIKE TO MAKE SPECIFIC REFERENCE TO THE COMMUNITIES OF WAWA, CHAPLEAU AND WHITE RIVER. IN ADDITION, THERE IS A LACK OF OFF-AIR FRENCH LANGUAGE SERVICE IN THE COMMUNITY OF DUBREUILVILLE.

THE OTHER AREA IS IN NORTHWESTERN ONTARIO, THAT

AREA WEST OF THUNDER BAY TO THE MANITOBA BORDER AND AS FAR

NORTH AS THE 51ST PARALLEL. THE PRIORITY PROBLEMS ARE

THE SAME IN BOTH AREAS: A LACK OF THE CTV TELEVISION

NETWORK SERVICE, A LACK OF TOP-QUALITY, ALTERNATIVE, DISTANT

SIGNALS FOR CABLE SUBSCRIBERS.

THE OBSTACLES TO IMPROVING SERVICE ARE OBVIOUS.

DISTANCES BETWEEN COMMUNITIES ARE SUBSTANTIAL. POPULATION IS SPARSE COMPARED TO SOUTHERN ONTARIO. CAPITAL

COSTS PER POTENTIAL ADDITIONAL VIEWER/SUBSCRIBER ARE HIGH.



BECAUSE OF THE SMALL POPULATION, THERE ARE LIMITED

ADVERTISING MARKETS AND, THEREFORE, LIMITED REVENUE

POSSIBILITIES FOR OFF-AIR BROADCASTING AND EVEN FOR

CABLE TELEVISION SYSTEMS. AND, MORE IMPORTANTLY, THERE

IS THE HIGH COST OF MICROWAVE AND/OR SATELLITE TRANSMISSION

FOR DELIVERY OF SOURCE SIGNALS TO TRANSMITTERS AND/OR

CABLE HEAD-ENDS.

WE DO NOT HAVE ANY SIMPLE SOLUTIONS TO OFFER TODAY. FOUR YEARS AGO ONTARIO ADVOCATED A CO-ORDINATED REGIONAL APPROACH TO THE EXPANSION OF BROADCASTING SERVICE. To some extent this course of action is being followed in the expansion of cable systems in Northeastern Ontario.

IT SEEMS CLEAR THAT SOLVING THE PROBLEMS IN
THE AREAS MENTIONED SHOULD GO BEYOND THE ONE OPERATOR,
ONE SYSTEM APPROACH. THE ONLY PRACTICAL AND ECONOMICAL
ARRANGEMENT, IN OUR VIEW, WILL BE ONE BASED ON A REGIONAL
APPROACH. IN THIS WAY, COSTS CAN BE DISTRIBUTED OVER
THE LARGEST POPULATION BASE POSSIBLE. PROPOSALS WHICH
ONLY ATTEMPT TO OVERCOME SOME OF THE PROBLEMS IN PARTICULAR COMMUNITIES WHILE IGNORING OTHERS IN THE SAME GENERAL
AREA ARE NOT SATISFACTORY. THE COSTS COMPARED TO THE
BENEFITS TO THE PUBLIC OF PIECEMEAL SOLUTIONS WILL BE TOO
HIGH.



A CO-ORDINATED APPROACH ENCOMPASSING BOTH THE DEFICIENCIES IN BROADCASTING AND CABLE SERVICES ON A REGIONAL BASIS IS, WE FEEL, THE BEST WAY TO KEEP MICROWAVE COSTS TO A MINIMUM AND TO REDUCE THE IMPACT OF THESE COSTS ON THE USERS.

CONSORTIUMS OR CROSS-OWNERSHIP ARE TWO APPROACHES THAT SHOULD BE CONSIDERED.

As the Commission is undoubtedly aware, there are a number of proposals in existence - some in fact, filed with the Commission - for dealing with some or potentially all of the problems identified. It is possible that alternative solutions could be developed and we in the Government of Ontario are currently assessing the available options.

WE BELIEVE THE TIME HAS COME, MR. CHAIRMAN,
FOR A FORMAL COMMISSION ASSESSMENT OF THE PROBLEMS AND
PROPOSALS. WE, THEREFORE, REQUEST THAT THE COMMISSION
SCHEDULE HEARINGS AS SOON AS IT IS FEASIBLE TO CONSIDER
AREA-WIDE SOLUTIONS TO THE BROADCAST AND CABLE SERVICE
PROBLEMS.

THERE IS ONE PARTICULAR OBSTACLE ON WHICH

ATTENTION SHOULD BE FOCUSED - THAT IS THE HIGH COSTS OF

MICROWAVE DELIVERY IN NORTHERN ONTARIO.



ON A NUMBER OF OCCASIONS PRIVATE OPERATORS WHO HAVE COME FORWARD WITH PROPOSALS HAVE STATED THAT MICROWAVE COSTS ARE PROHIBITIVE AND STAND IN THE WAY OF IMPLEMENTING ANY PROPOSAL. WHILE WE RECOGNIZE THAT MICROWAVE COSTS FALL INTO THE COMPETITIVE SERVICES CATEGORY, WE HAVE BEEN STRUCK BY THE FLEXIBILITY THAT EXISTS IN PRICING AND THE CONSIDERABLE DIFFERENCES IN SUCCESSIVE QUOTES THAT MAY BE GIVEN ON A SPECIFIC SERVICE. WHILE WE RECOGNIZE THAT THE MAJOR CARRIERS HAVE BUILT-IN OVERHEADS AND INVESTMENT IN PLANT, THE DIFFERENCE IN LEASE COSTS OF CARRIERS AND COSTS TO OPERATE SOME PRIVATE MICROWAVE SYSTEMS SEEMS VERY GREAT INDEED.

OUESTIONS ABOUT MICROWAVE DELIVERY CHARGES OF REPRESENTATIVES OF BELL CANADA AND CN/CP TELECOMMUNICATIONS AT THE LAST RATE INCREASE APPLICATION HEARINGS OF THESE TWO COMPANIES. WE NOTE ALSO THAT THE FORMER CHAIRMAN OF THE CRTC, MR. HARRY BOYLE, MADE REFERENCE TO THE PROBLEM IN HIS OPENING REMARKS IN THE CRTC'S 1976 ANNUAL REPORT.

WE BELIEVE THAT HEARINGS ON BROADCASTING SERVICE DEFICIENCIES IN NORTHERN ONTARIO WOULD BE IDEAL TO DELVE INTO THIS QUESTION AS WELL.



By way of one final comment, the CRTC must be aware that Ontario's Royal Commission on the Northern Environment, under Justice Patrick Hartt, has begun hearings on a range of matters affecting Northern Ontario -- including communications. We trust the CRTC will be monitoring the communications portion of these hearings and will have the opportunity to discuss communications problems with Justice Hartt.

IN CONCLUSION, I WOULD AGAIN LIKE TO EXPRESS

OUR APPRECIATION FOR THE OPPORTUNITY TO EXPRESS THESE

VIEWS TO THE COMMISSION. THERE ARE SOME MAJOR DISPARITIES

IN BROADCASTING SERVICES IN NORTHERN ONTARIO THAT REQUIRE

ACTION. WE HOPE YOU WILL REFLECT ONTARIO'S COMMUNICATIONS OBJECTIVES FOR THE REGION AND WILL FIND IT POSSIBLE

TO ACT ON OUR SUGGESTIONS IN THE NEAR FUTURE.



CAZÓN ZI -77NZZ

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

MR. ALLARD BEZEAU

### PRESENTED AT

PICKLE LAKE, ONTARIO
ON

DECEMBER 5, 1977





ROYAL COMMISSION
ON THE NORTHERNS
ENVIRONMENT

THE HON. MR. JUSTICE

E. P. HARTT

COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

MR. ALLARD BEZEAU

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977

ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT 416/965-9286 MANULIFE CENTRE
55 BLOOR STREET WEST
ROOM 801
TORONTO, ONTARIO
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I OBJECT TO THE SITUATION, WHERE LARGE CONTRACTS ARE GIVEN OUT TO OUTSIDE CONTRACTORS WHO IN TURN HIRE LOCAL EQUIPMENT, AND REBILL IT AT MUCH HIGHER RATES THAN THEY PAY US. WE FEEL THAT WHEN ANY LARGE JOBS ARE COMING UP EITHER GOVERNMENT OR PRIVATE, THAT LOCAL CONTRACTORS SHOULD BE GIVEN, NOT ONLY A CHANCE TO BID ON THE CONTRACT, BUT SPECIAL CONSIDERATION. WE FEEL IT IS ONLY FAIR AS WE PAY LOCAL TAXES, THAT OUTSIDE CONTRACTORS WHO MAKE A BIG BUCK AND LEAVE, DO NOT HAVE TO PAY.

I ATTENDED THE MINIATURE CABINET MEETING IN DRYDEN SEVERAL YEARS AGO AND PRESENTED A BRIEF ON THIS. AT THAT TIME REPRESENTATIVES OF STEEPROCK SAID THEY WOULD DO THIS. WHEN THE UMEX MINE OPENED UP THEY ALSO SAID THEY WOULD DO THIS BUT IT DID NOT HAPPEN. ALL LOCAL CONTRACTORS GOT OUT OF IT WAS SUBCONTRACTS FROM OUTSIDE CONTRACTORS. NOW THAT THE OUTSIDE CONTRACTORS ARE GONE WE ONLY RECEIVE THE RATES WE RECEIVED AS SUBCONTRACTORS, HOW COME WE DO NOT RECEIVE THE SAME RATES THAT WERE PAID TO OUTSIDE CONTRACTORS? THIS APPLIES TO GOVERNMENT JOBS AS WELL AS INDUSTRY. I FEEL THAT THERE SHOULD BE A LIMIT ON HOW MANY CONTRACTORS ARE ALLOWED INTO A PARTICULAR AREA, IN ORDER THAT EXISTING EMPLOYERS CAN GUARANTEE THEIR EMPLOYEES STEADY JOBS.

I AM ALSO OBJECTING TO THE MINISTRY OF HOUSING HOLDING UP OUR LAND TRANSFER AT CENTRAL PATRICIA. I HAVE LIVED IN THIS AREA FOR 32 YEARS AND I DON'T SEE WHY I SHOULD HAVE TO PUT UP WITH THIS. IT IS IMPOSSIBLE FOR ME TO RUN MY BUSINESS WITH THIS KIND OF TREATMENT. THE MINISTRY OF HOUSING SHOULD HAVE PLANNED FOR THE CENTRAL PATRICIA PEOPLE WHEN THEY DREW UP THE PICKLE LAKE LONG RANGE PLAN. I ALSO RESENT THE COMMENTS BY MINISTRY OF HOUSING ABOUT ALL THE SHACKS IN CENTRAL PATRICIA. HOW DO THEY EXPECT US TO INVEST MONEY WHEN THEY WILL NOT LET US OWN THE LAND.

MINISTRY OF HOUSING AND TEIGA HELD MEETINGS HERE BEFORE THE LONG RANGE PLAN WAS ADOPTED. WE PUT FORWARD OUR IDEAS ON TOWNSITES AND VOTES WERE TAKEN ON THE BEST SITES. WE MAY AS WELL HAVE STAYED HOME BECAUSE IT IS NOW OBVIOUS IT WAS ONLY A SMOKE SCREEN. DECISSIONS WERE MADE NOT BASED ON THE BEST SITE, BUT WOULD APPEAR FOR POLITICAL REASONS. IF THE BEST SITE HAD BEEN CHOSEN, IT WOULD NOT HAVE BEEN THE SWAMP GULLIES OF PICKLE LAKE.

LANDING ENTURPRISE.

No. 15/

Royal Commission on the Northern Environment

This exhibit is produced by while Segment this 5 day of Dec 19.7.



CAZÓN ZI -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

PATRICIA HOME OWNERS' ASSOCIATION

### PRESENTED AT

ON

DECEMBER 5, 1977





ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER

18. DAY

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

PATRICIA HOME OWNERS' ASSOCIATION CENTRAL PATRICIA ONTARIO

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977



Organ Confliction

Royal Commission on the Northern Environment

Airlis exhibit is produced by Leticia Home Owners los

this 5 day of Dec 1977

Our association was formed in February 1976 for the purpose of protecting the established economic interests of the residents and businesses in the Central Patricia area. Also included in the members of our group were several people who were haveing to move out of the so called Pickle Lake core area to make room for the townsite being established there. The reason that we felt we had to do this was because the various ministries had completely neglected to plan anything in the area other than the direct needs of the new UMEX mine.

In 1975 a cabinet decission was made that all future development in this area would be in the Pickle Lake area. In this decission the Central Patricia area was completely ignored. At the time of this decission there were some 23 permanent residences, 30 trailers, 7 businesses, 0.P.P. Detatchment, Roman Catholic Church, Post Office and school that serviced the whole of Central Patricia and Pickle Lake. This is still much the situation.

Up untill February of 1976 the Province had effectively frozen all lands in the Central Patricia area by holding an option on the lands that were owned by Central Patricia Gold Mines close to 4,000 acres in all. The province eventually decided not to purchase all of the lands but only a small amount close to Pickle Lake.

when our people heard of this we made Central Patricia Gold mines an offer for the lands in the Central Patricia Area and it was accepted. They were only interested in selling full patented claims so we ended up with close to two hundred acres which was close to five full mineing claims,or so we thought. We should add at this point that one of our people and a meeting with Ministry of Houseing and Treasury representatives April 2,1976 in Toronto at which time he was assured by Ministry of Housing that a severance would be granted as soon as a survey had been completed. This point is important as we proceed.

Canal



On the strength of this we felt it safe for us to put out the money for the survey and to have our attorney draw up the various forms in connection with the land transfer.

To date we have only received approval of a part of the 200 acres. The area within the old Central Patricia townsite itself is being deferred due to environmental concerns and the Pickle Lake long range development plan. This must be some fine plan that completely ignored in its conception all the residences and others previously mentioned. Further we do not understand why the environmental problems should all of a sudden become so important nobody worried about it for 25 years, why now? Further we do not understand what the transfer of this land has to do with the development of the Pickle Lake long range plan. The people who are buying the land allready live on it. They are not some large land developer or corporation or is this perhaps the problem we are just little people so we can easilly be written off.

The Ministry Of Houseing has now come up with the suggestion that The Improvement District of Pickle Lake should purchase the land so that it will be in more responsible hands. we feel is a ridiculous suggestion. They are also saying they will allow commercial or industrial development in the area but no residential and this must be so as several severences have been approved on adjacent lands to Oil Companies, Ontario Hydro and Others. We do not se what difference it makes who owns the land if it is Zoned for commercial use only. If the people who are presently on the lands are allowed to own it there will be the possibility for them to sell their properties to commercial users and use the proceeds to move into a residentially zoned area. Failling this we see no other way out but for the Province to fully compensate those who have to move to the Pickle Lake core area. It is our belief that if more consultation with local people had been aaranged during the planning of the new townsite this situation could have been avoided.

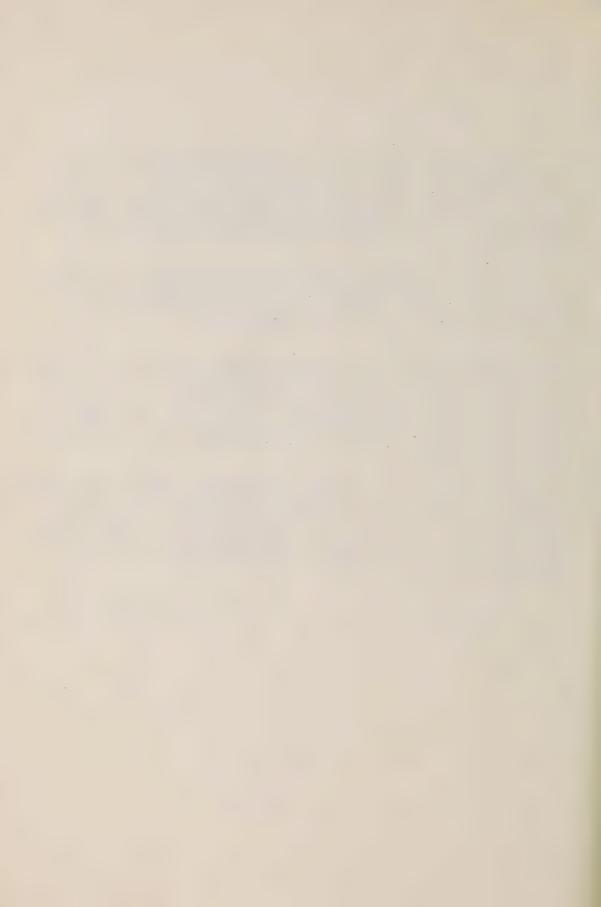


It is inconceivable to us that the Province Of Ontario is going to completely abandon the people within the Central Patricia townsite. At this writeing it appears that the plan is to have the Central Patricia people move at their own cost onto lots that dont exist, into homes that are not built, and to pretend they are happy about it. We in Central Patricia do not accept this as a viable proposition.

We can understand the development of a core area we do not dispute this as common sense however we do not see this as a reason to hold ur a simple land severance to a group of people who are already liveing on the land in question some for twenty years and more.

This is perhaps a local problem but we feel that this is one type of situation that cannot be allowed to be repeated in other areas. It is our concern that other communities take note of how plans are being drawn up that concern all areas of their life and on which they are not being consulted. People who hardly know the difference between a spruce tree and a jackpine are decideing what is good for them and don,t you dare argue back or they will tell you that you are stupid.

we must apologize if we become a little bitter but we had allways thought our tax dollars, paid public sevants to protect the interests of the public but this last 18 months has taught us different. They appear only interested in protecting their own ideas of what is good for us. All we can say in closeing is if there are any more plans for the northwest like the one dreamed up for this area please keep them in Toronto.



CA2ØN Z1 -77N22

# SUBMISSION TO THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY
THE CORPORATION OF THE
IMPROVEMENT DISTRICT
OF PICKLE LAKE

### PRESENTED AT

PICKLE LAKE, ONTARIO
ON

**DECEMBER 5, 1977** 





THE HON. MR. JUSTICE E. P. HARTT COMMISSIONER



File Number

Exhibit Number

SUBMISSION TO

THE ROYAL COMMISSION ON THE NORTHERN ENVIRONMENT

BY

THE CORPORATION OF THE IMPROVEMENT DISTRICT OF PICKLE LAKE, CENTRAL PATRICIA, ONTARIO

PRESENTED AT

PICKLE LAKE, ONTARIO
ON
DECEMBER 5, 1977



#### The Corporation of the Improvement District of Pickle Lake

P.O. Box 98 - CENTRAL PATRICIA, ONTARIO POV 1KO

IT IS OUR BELIEF THAT ONLY TWO REAL QUESTIONS ARE RELEVANT TO THIS COMMISSION.

- FIRST, ARE WE TO CREATE A VAST HUNTING AND FISHING RESERVE IN NORTH-1. WESTERN ONTARIO FOR NATIVE POPULATION SUBSIDIZED BY PROVINCIAL AND FEDERAL GRANTS?
- SECONDLY, WILL THERE BE INDUSTRIAL DEVELOPMENT IN WHICH ALL RESI-2. DENTS MAY SHARE?

WE ENDORSE THE LATTER AND THE COMMENTS IN THE REMAINDER OF OUR PRE-SENTATION CAN ONLY BE CONSIDERED IN THIS REGARD.

#### RESOURCE & INDUSTRIAL DEVELOPMENT

NEW INDUSTRIAL DEVELOPMENT WITHIN NORTHWESTERN ONTARIO MUST BE SUPPORTED BY ALL GROUPS AS IT IS THE ONLY WAY PRESENT LIFE STYLES CAN BE JUSTIFIED. WITHOUT THE REVENUE NEW INDUSTRY PROVIDES WE CANNOT EX-PECT THE SOUTH TO SUPPORT US, EVEN THOUGH, IN THE PAST, THE FLOW OF CAPITAL HAS TENDED TO BE NORTH TO SOUTH AS GOLD MINES OPENED AND CLOSED. WE DO NOT FEEL IT IS RIGHT FOR THE COMPANIES TO CLOSE DOWN AND LEAVE WITH THEIR PROFITS, TO GREENER PASTURES, LEAVING BEHIND THOSE WHO HAVE HELPED MAKE THOSE PROFITS, WITH NOTHING. WE ADVOCATE THAT THE PROVINCE SET UP A SPECIAL FUND TO ENSURE ASSISTANCE TO COMMUNITIES IN THIS SITUATION. WE FEEL THAT IN THE PAST THE TREMENDOUS TAX REVENUE GENERATED BY MANY NORTHERN MINES, AS WELL AS THE PROFITS FROM THESE MINES, HAS BEEN SPENT ELSE WHERE AND LEFT THE NORTH WITH NOTHING. THIS MUST COME TO AN END.

ON THE WHOLE WE SUPPORT INDUSTRIAL & RESOURCE DEVELOPMENT AS LONG AS ADEQUATE SAFE GUARDS BOTH SOCIALLY & ENVIRONMENTALLY ARE ENSURED . TO ALLOW POLLUTION ESPECIALLY IN OUR LAKES & RIVERS CANNOT BE TOLERATED. THIS CAN ONLY BE ATTAINED BY HAVING ALL PEOPLE IN A GIVEN AREA HAVING INPACT INTO WHATEVER PROJECT IS TO BE UNDERTAKEN, INSTEAD OF ALL THE DECISSIONS BEING MADE IN TORONTO. ALL WE ARE ASKING IS A CHANCE TO BE IN ON THE PLANNING INSTEAD OF HAVING TO REACT TO SOMEONE ELSES IDEAS OF WHAT WE NEED.

Royal Commission on the Northern Environment This exhibit is produced by

Cerp the Improvement destre this 5 day of Dec 1977



## The Corporation of the Improvement District of Pickle Lake

P.O. Box 98 - CENTRAL PATRICIA, ONTARIO POV 1KO

#### **NEW COMMUNITIES**

WE DO NOT FEEL THAT LOCAL GROUPS ARE BEING GIVEN ADEQUATE OPPORTUNITIES TO GIVE THEIR INPUT INTO NEW OR RAPIDLY GROWING TOWNS. IN ALL TOO MANY CASES TOWN PLANS ARE BEING DRAWN UP IN THE SOUTH TO SOUTHERN CONDITIONS WITH SOUTHERN IDEAS BY PEOPLE WITH NO COMPREHENSION OF NORTHERN WAYS OF LIFE OR CONDITIONS AND THEN FORCING IT UPON US WHETHER WE LIKE IT OR NOT BECAUSE ITS SUPPOSED TO BE WHAT WE ALL WANT.

THIS APPLIES TO SUBDIVISIONS LARGE & SMALL, ZONING BY-LAWS, OFFICIAL PLANS, TOWN PLANS, WATER & SEWAGE SYSTEMS AND VIRTUALLY ALL AREAS THAT AFFECT A PERSONS LIFE. WE OBJECT TO THIS MOST STRONGLY. WE OBJECT TO THE TYPE OF SITUATION THAT WE HAD HERE IN PICKLE LAKE WHERE A ZONING BY-LAW WAS PRESENTED TO THE IMPROVEMENT DISTRICT BOARD (ON THE DAY OF ITS INCORPORATION) BY THE MINISTRY OF HOUSING WITH THE INSISTANCE IT BE GIVEN FIRST, SECOND & THIRD READING INSTANTLY WITHOUT ANY BOARD MEMBERS HAVING AN OPPORTUNITY TO STUDY THE DOCUMENT. THIS IS JUST ONE INSTANCE OF THE TYPE OF LACK OF CONSULTATION WE OBJECT TO. WHAT WE ARE SAYING, AND WE HOPE QUEENS PARK IS HEARING, IS THAT WE ARE NOT SATISFIED WITH YOUR BUREAUCRATS FULL OF BOOK KNOWLEDGE AND SHORT ON PEOPLE KNOWLEDGE. WE ARE NOT SATISFIED WITH TOWN PLANS SUCH AS WERE MADE UP FOR PICKLE LAKE WHICH PLANNED FOR THE NEW MINE AND VIRTUALLY DISENFRANCHISED 50% OF THE PERMANENT RESIDENTS. WHAT WE ARE SAYING LOUD AND CLEAR IS IF THIS IS THE BEST YOU CAN DO PLEASE LEAVE US ALONE. WE CAN DO A BETTER JOB OURSELVES.



## The Corporation of the Improvement District of Pickle Lake

P.O. Box 98 - CENTRAL PATRICIA, ONTARIO POV 1KO

#### LAND USE

LAND USE, AS IT EXISTS IN PICKLE LAKE, IS GENERALLY THE SAME FOR ALL OF NORTHWESTERN ONTARIO. AS OF THIS DATE THERE ARE NO COTTAGE LOTS AVAILABLE WITHIN THE AREA. NO PRIVATE HUNTING AND FISHING CAMPS ARE BEING ALLOWED EXCEPT IN AREAS WHERE NOBODY WANTS THEM. THE MINISTRY OF NATURAL RESOURCES IS PRACTICING A POLICY OF KEEPING THIS AREA AS A WILDERNESS AREA AND IS NOT EVEN DOING A GOOD JOB OF THAT. CAMP SITES ARE FEW AND FAR BETWEEN, ACCESS ROADS TO LAKES ARE VIRTUALLY NON-EXISTANT. EVEN LAKE ST. JOSEPH WITH ITS TREMENDOUS RECREATIONAL POTENTIAL IS VIRTUALLY INACCESSIBLE TO THE PUBLIC. WE DO NOT OBJECT TO CERTAIN AREAS BEING KEPT FOR PARKS & RECREATIONAL USE BUT IF THEY ARE TO BE KEPT FOR THIS AT LEAST LETS DO A GOOD JOB OF IT.

WE HAVE MENTIONED ZONING & AREA PLANS EARLIER AND MUST MENTION THEM AGAIN. IT IS OBJECTIONABLE TO US THAT THE PEOPLE LIVING IN AN AREA CANNOT DECIDE WHAT TYPE OF COMMUNITY THEY WANT. MINISTRY OF HOUSING EFFECTIVELY SHORT CIRCUTS THIS BY BEING THE JUDGE AND JURY OF ALL OFFICIAL PLANS, ZONING BY-LAWS, SUBDIVISIONS AND EVEN SIMPLE LAND SEVERANCES. WE FEEL THAT THE MINISTRY OF HOUSING IS TOO RIGID IN ITS LAND USE POLICIES AND MUST BE MADE AWARE THAT THEY ARE DEALING WITH PEOPLE NOT LINES IN PIECES OF PAPER.

THERE MUST BE ALSO A COMPLETE REVIEW OF THE PROCEDURE FOR TRANSFERRING OWNERSHIP OF LAND. IT IS ALMOST IMPOSSIBLE TO OBTAIN EVEN THE MOST SIMPLE SEVERANCE IN LESS THAN SIX MONTHS. WE FEEL THAT THERE MUST BE SOME WAY LAND TRANSACTIONS CAN BE EXPEEDED. WHY SHOULD WE IN THE NORTHWEST HAVE TO TRAVEL ALL THE WAY TO TORONTO TO TRY AND EXPEDIATE LAND TRANSACTIONS?

SEVERAL LOCAL PEOPLE HAVE EXPRESSED INTEREST IN LAND FOR AGRICULTURAL USES. THE MINISTRY OF NATURAL RESOURCES WILL NOT HEAR OF IT. THERE WAS ONE INSTANCE WHERE THE DEPARTMENT OF AGRICULTURE SAID A CERTAIN PARCEL OF LAND WAS OKAY FOR AGRICULTURAL USE. THE MINISTRY OF NATURAL RESOURCES SAID IT WAS IMPOSSIBLE TO GROW ANYTHING ON THE SAME PARCEL. SITUATIONS LIKE THIS SHOULD NOT BE.

AS THINGS ARE NOW, THE PROVINCE APPEARS TO BE ONLY INTERESTED IN DEVELOPMENT BY LARGE CORPORATIONS IN THE NORTHWEST. THE GOVERNMENT HAS IN FACT STATED THIS IN ITS LONG RANGE PLAN FOR THE NORTHWEST FOR WHICH THEY MAY HAVE GOOD REASONS, BUT WE FEEL THE LITTLE PEOPLE SHOULD HAVE A CHANGE TO.



P.O. Box 98 - CENTRAL PATRICIA, ONTARIO POV 1KO

#### INDIAN BANDS & MUNICIPALITIES

WE FIND MOST OBJECTIONABLE THE LACK OF CONTACT BETWEEN THE INDIAN BAND COUNCILS AND MUNICIPALITIES. IT IS UNFORTUNATE THAT DUE TO THE FACT THAT INDIAN BANDS DEAL WITH THE FEDERAL GOVERNMENT AND MUNICIPALITIES WITH THE PROVINCE THERE HAS BEEN VIRTUALLY NO DIALOGUE BETWEEN THE TWO. IT IS OUR FEELING THAT UNLESS THE TWO GROUPS CAN START COMMUNICATING WITH EACH OTHER INSTEAD OF ALLOWING THEMSELVES TO BE POLORIZED ON OPPOSITE SIDES OF THE FENCE SHOOTING OUTDATED RHETORIC AT EACH OTHER NORTHWESTERN ONTARIO IS IN FOR REAL TROUBLE IN YEARS TO COME. THERE ARE MANY MISCONCEPTIONS ON BOTH SIDES THAT MUST BE CLEARED AWAY AND THIS CAN ONLY BE ACCOMPLISHED BY THE GROUPS GETTING TOGETHER. MOST LONG TIME NON INDIAN RESIDENTS OF NORTHWESTERN ONTARIO NORTH OF THE 50TH PARALLEL SHARE THE SAME FEARS AS DO THE INDIAN BANDS AND MUST WORK TOGETHER TO SOLVE THE PROBLEMS.

WE UNDERSTAND THE CONCERN THAT NATIVE PEOPLE HAVE OF BEING PASSED BY AND LEFT OUT IN THE COLD. WE MUST ALL MAKE GOVERNMENT AND INDUSTRY AT ALL LEVELS UNDERSTAND THAT WE EXPECT THE NORTH TO BE MORE THEN A PLACE TO MAKE MONEY AND GET OUT. WE ALL HAVE A RIGHT TO A FIRM ECONOMY INSTEAD OF THE FEAST OR FAMINE OF PRESENT RESOURCE INDUSTRIES. WHY SHOULD NORTHENERS BE FOREVER HAVING TO MOVE.



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#### INDIAN WAY OF LIFE

MUCH HAS BEEN SAID ABOUT THE LOSS OF THE WAY OF LIFE THAT THE INDIAN POPULATION WILL SUFFER DUE TO CERTAIN PROPOSED PROJECTS.

THERE IS NO DOUBT SOME PEOPLE ARE GOING TO HAVE THEIR LOCALITIES DIS-RUPTED. HOWEVER IT MUST BE RECOGNIZED THAT IT IS NOW PHYSICALLY IMPOSSIBLE FOR ALL THE INDIAN PEOPLE TO LIVE OFF THE LAND. WITH THE EXCEPTION OF A FEW PEOPLE MOST NATIVE PEOPLE DO NOT TRAP, HUNT, OR FISH, AS A WAY OF EARNING A LIVING. ANYONE WHO TRIES TO GIVE THE IMPRESSIONS THAT ALL THE NATIVE PEOPLE ARE GOING TO LOSE THEIR LIVELYHOOD DUE TO INDUSTRIAL DEVELOPMENT IS TELLING SOMETHING LESS THAN THE TRUTH. WE ACCEPT THAT TO HUNT IS THE TRADITIONAL WAY OF LIFE OF THE NATIVE RESIDENTS OF NORTHWESTERN ONTARIO, BUT WE SUBMIT THAT THE ONLY WAY IT WILL BE POSSIBLE FOR THEM TO CONTINUE THIS IN THE FUTURE IS TO SIT DOWN AT THE CONFERENCE TABLE AND HASH OUT JUST WHAT DIRECTION THEY ARE HEADED IN AND THEN SEEK TO ATTAIN THEIR GOAL.

IT IS OUR OPINION THAT NATIVE GROUPS AS APPLIES TO ALL RESIDENTS OF THE NORTHWEST, MUST TELL THOSE IN POSITION OF POWER THAT THEY EXPECT TO SHARE MUCH MORE IN THE BENEFITS GENERATED FROM INDUSTRY IN THEIR RESPECTIVE AREAS. IN FACT THIS IS THE ONLY WAY THAT NATIVE GROUPS CAN HOPE TO CONTINUE THEIR TRADITIONAL WAYS TO AN EXTENT WITHOUT BEING TOTALLY RELIANT ON THE PROVINCIAL & FEDERAL GOVERNMENTS.



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### TRANSPORTATION

WE ARE STRONGLY IN FAVOUR OF THE UPGRADING OF ALL AIRPORTS IN NORTH-WESTERN ONTARIO. THEY SHOULD ALL BE BROUGHT UP TO I.F.R. STANDARDS AND BE CAPABLE OF HANDLING HEAVY AIRCRAFT. IMPROVED AIRPORT FACILITIES WOULD FACILIATE BETTER SERVICE, SAFER SERVICE AND WOULD TEND TO KEEP FREIGHT RATES DOWN. IT IS ALSO DESIRABLE THAT WINTER ROADS BE OPENED UP AS THEY ARE NEEDED TO FACILIATE TRANSPORTATION OF EQUIPMENT TOO LARGE TO BE MOVED BY AIR.

AN ALL ROUND IMPROVEMENT OF HIGHWAYS IS DESIRABLE AND THE COMPLETION OF HIGHWAY 808 NORTH OF PICKLE LAKE TO JOIN UP WITH THE HIGHWAY NORTH OF RED LAKE AND THE CONTINUATION OF SAME INTO MANITOBA IS DESIRED TO PROVIDE A SECOND LINK WITH WINNIPEG.

WE ALSO ENCOURAGE BOTH FEDERAL & PROVINCIAL GOVERNMENTS TO ENSURE THAT THERE IS COMPETITION ON BOTH AIR & TRUCK ROUTES TO HELP KEEP FREIGHT RATES DOWN. ALL NORTHENERS ARE FED UP WITH BEING AT THE MERCY OF THE FAVOURED FEW.



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### RECREATION FACILITIES

RECREATION FACILITEES ARE MOST INADEQUATE IN OUR AREA. THE NEW REGULATIONS IN REGARD TO ALLOWABLE DEDUCTIONS FROM MINING TAXES HAVE GREATLY LESSONED MONIES FOR NORTHERN MUNICIPALITIES TO DEVELOPE RECREATION FACILITIES.

THIS IS VERY UNFAIR IN ONE INDUSTRY TOWNS SUCH AS PICKLE LAKE AND WE ASK THAT THE PROVINCE RECONSIDER THE CHANGES TO THE MINING TAX REGULATIONS. IF THIS IS NOT POSSIBLE, MAKE SPECIAL GRANTS AVAILABLE TO MINING COMMUNITIES FOR RECREATIONAL FACILITIES.



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### ENERGY

NORTHWESTERN ONTARIO DESPERATELY NEEDS A MORE ECONOMICAL ENERGY SOURCE TO STIMULATE INDUSTRIAL GROWTH AND HELP BRING OUR COST OF LIVING DOWN. A CHEAPER ENERGY SOURCE WILL ALSO MAKE THE AREA MORE ATTRACTIVE TO SECONDARY INDUSTRY.

POLAR GAS ARE PROPOSING A PIPE LINE FROM THE ARCTIC ISLANDS SOUTH THROUGH MANITOBA AND NORTHWESTERN ONTARIO. WE STRONGLY ENDORSE THIS PROPOSAL FOR THE FOLLOWING REASONS:

- LARGE NUMBER OF JOBS DURING CONSTRUCTION WILL BENEFIT NOT ONLY NORTHWEST BUT ALL OF ONTARIO.
- 2. PERMANENT JOBS CREATED AFTER COMPLETION OF LINE.
- CHEAPER ENERGY FOR THE NORTHWEST. WE WILL BE FIRST AREA TO RECEIVE BENEFIT OF THIS GAS.
- 4. LARGE TAX REVENUES GENERATED BY THE LINE GOING THROUGH NORTHWESTERN ONTARIO THAT CAN BE PUT TO USE IN STABILIZING THE ECONOMY OF THIS AREA.
- 5. RELATIVELY LITTLE ENVIRONMENTAL & SOCIAL UPSET EXCEPT DURING THE YEARS OF CONSTRUCTION.

FOR THE PRESENT WE WOULD LIKE TO SEE FUEL PRICING POLICIES OF OIL COM-PANIES IN NORTHWESTERN ONTARIO INVESTIGATED. WE DO NOT UNDERSTAND WHY WE SHOULD PAY .20 - .30¢ PER GALLON MORE FOR FUELS THAN EITHER TORONTO OR WINNIPEG WHEN IT COSTS LESS THAN .10¢ PER GALLON TO GET THE PRODUCT HERE.



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#### TO SUM UP

WE HOPE THAT SOME OF OUR CONCERNS WILL BE HEARD THROUGH THIS COMMISSION. IT IS INTENTIONAL THAT NO CONSULTANTS HAVE BEEN APPROACHED TO DRAW UP A BRIEF ON OUR BEHALF. THE NORTHWESTERN ONTARIO MUNICIPAL ASSOCIATION HAS GATHERED TOGETHER A GREAT DEAL OF INFORMATION TO BE PRESENTED TO THIS COMMISSION AND WE ENDORSE THAT SUBMISSION.

### TO SUMMERIZE OUR MAJOR CONCERNS

- 1. GREATER PARTICIPATION FOR ALL NORTHWESTERN ONTARIO MUNICIPALITIES AND INDIAN BANDS IN THE PLANNING STAGE OF ANY NEW PROJECTS.
- 2. MORE DIALOGUE BETWEEN MUNICIPALITIES AND INDIAN BANDS.
- MORE CONSIDERATION BE GIVEN TO NORTHERN CONDITIONS AND LIFE STYLES IN ALL PHASES OF COMMUNITY PLANNING AND MUCH MORE INPUT FROM LOCAL GROUPS.
- PROMOTION OF LONG TERM INDUSTRIAL PROJECTS WITH STRICT ENVIRONMENTAL CONTROLS.
- 5. PROCUREMENT OF CHEAPER ENERGY SUPPLIES FOR NORTHWEST.
- 6. ASSUME THAT REVENUES GENERATED BY INDUSTRIAL GROWTH IN THE NORTHWEST REGION WILL BE SPENT IN REGION TO ENSURE A STABLE ECONOMY AND MORE PERMANENT POPULATION THAT DOES NOT HAVE TO WORRY ABOUT MOVING EVERY FEW YEARS.
- 7. REVISIONS OF LAND USE POLICIES PRESENTLY IN USE AS THEY ARE STUNTING GROWTH OF THE WHOLE AREA.



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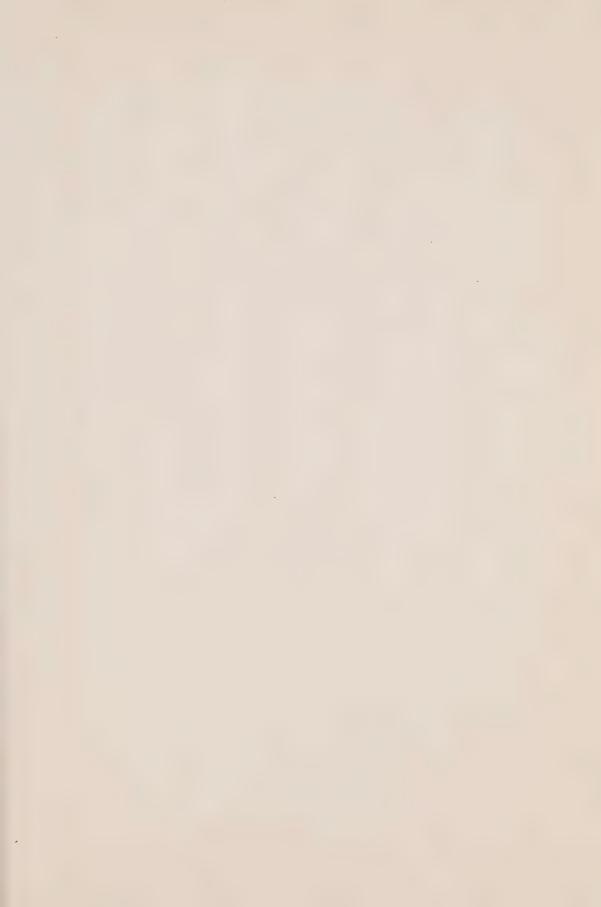
#### TO CLOSE

THE PEOPLE ARE THE BACKBONE OF THE NORTH. THERE HAS ALREADY BEEN TREMENDOUS CHANGES IN THE NORTH IN THE PAST 15 YEARS AND WE SEE MANY MORE TO COME. IT IS OBVIOUS THAT THE GOVERNMENT HAS RECOGNIZED THIS ALTHOUGH FOR MANY YEARS WE WERE THE FORGOTTEN NEVER, NEVER LAND.

THIS SUBMISSION HAS BEEN WRITTEN WITH A NORTHERN OUTLOOK. PICKLE LAKE HAS ALWAYS LOOKED TO THE NORTH AS WE ARE A PART OF IT. THE NORTH IS OUR PAST AND OUR FUTURE AS IT HAS BEEN FOR MOST OF ONTARIO, IT IS TOO BAD IT TOOK THE REST OF THE PROVINCE SO LONG TO DISCOVER US.

NOW THAT THE SOUTH HAS DISCOVERED US, AS A PLACE TO MAKE A BIG BUCK, THEY ARE TRYING TO ENFORCE THEIR WAYS UPON US. WE ARE NOT REJECTING ALL SOUTHERN IDEAS AS BAD, BUT WE ARE SAYING AS LOUDLY AS POSSIBLE THAT WE INSIST ON HAVING A SAY IN WHAT IS GOING TO DEVELOP AROUND US INSTEAD OF ALL BEING DECIDED IN THE GOVERNMENT OFFICES & BOARD ROOMS IN TORONTO AND BEING PRESENTED TO US AS AN ESTABLISHED FACT.











GOVT PUBNS

